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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	8.40	9.15	10.30	12.00	1.15	4.35	5.29	7.[illegible]
Yaumati	Dep.	8.46	9.24	10.39	12.09	1.24	4.44	5.38	7.[illegible]
Shatin	Dep.	9.06	9.36	10.51	12.21	1.36	4.56	5.51	8.31
Taipo	Dep.	9.16	9.46	11.04	12.34	1.49	5.09	6.04	8.44
Taipo Market	Dep.	9.21	9.52	11.06	12.38	1.53	5.13	6.08	8.[illegible]
Fanling	Dep.	9.39	10.03	11.16	12.48	2.03	5.24	6.19	8.58
Sheungshui	Dep.	9.46	10.07	11.22	12.52	2.07	5.28	6.23	9.02
Shumchun	Arr.	9.52	10.13	11.28	12.58	2.13	5.34	6.29	9.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.10	[illegible]
Sheungshui	Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	[illegible]
Fanling	Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	[illegible]
Taipo Market	Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	[illegible]
Taipo	Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	[illegible]
Shatin	Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	[illegible]
Yaumati	Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	[illegible]
Kowloon	Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.08

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	8.35	9.15	10.30	12.00	2.23	5.29	7.[illegible]
Yaumati	Dep.	6.50	[illegible]	9.24	10.39	12.09	2.31	5.38	7.[illegible]
Shatin	Dep.	7.[illegible]	[illegible]	9.36	10.51	12.21	2.45	5.51	[illegible]
Taipo	Dep.	8.[illegible]	[illegible]	9.46	11.04	12.34	2.56	6.05	7.[illegible]
Taipo Market	Dep.	7.[illegible]	[illegible]	9.[illegible]	11.06	12.38	3.00	6.09	7.[illegible]
Fanling	Dep.	7.[illegible]	[illegible]	10.03	11.18	12.48	3.11	6.19	7.[illegible]
Sheungshui	Dep.	8.[illegible]	[illegible]	10.07	11.22	12.52	3.15	6.23	8.12
Shumchun	Arr.	8.[illegible]	9.18	10.13	11.28	12.58	3.21	6.30	8.[illegible]

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	Dep.	8.12	10.38	11.[illegible]	3.00	4.[illegible]	5.20	5.[illegible]	[illegible]
Sheungshui	Dep.	8.19	10.45	11.[illegible]	3.07	4.[illegible]	5.27	5.[illegible]	[illegible]
Fanling	Dep.	8.27	10.49	11.51	3.11	4.[illegible]	[illegible]	5.31	[illegible]
Taipo Market	Dep.	8.33	10.59	12.01	3.21	4.38	[illegible]	6.01	[illegible]
Taipo	Dep.	8.37	11.04	12.07	3.25	4.42	[illegible]	6.05	[illegible]
Shatin	Dep.	8.51	11.17	12.21	3.38	4.55	[illegible]	6.18	[illegible]
Yaumati	Dep.	9.3[illegible]	11.29	12.33	3.50	5.07	[illegible]	6.30	[illegible]
Kowloon	Arr.	9.11	11.37	12.41	3.58	5.15	6.04	6.38	8.07

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Stations.		A.M.	A.M.	P.M.	P.M.
Fanling	Dep.	7.45	11.30	2.20	6.25
Shatankok	Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

Stations.		A.M.	A.M.	P.M.	P.M.
Fanling	Dep.	7.45	11.30	1.20	6.25
Shatankok	Arr.	8.40	12.25	2.15	7.20

WEEK DAYS

Stations.		A.M.	A.M.	P.M.	P.M.
Shatankok	Dep.	6.50	10.[illegible]	[illegible]	5.00
Fanling	Arr.	7.25	11.[illegible]	[illegible]	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

Stations.		A.M.	A.M.	P.M.	P.M.
Shatankok	Dep.	6.50	[illegible]	[illegible]	5.15
Fanling	Arr.	7.[illegible]	[illegible]	[illegible]	6.10

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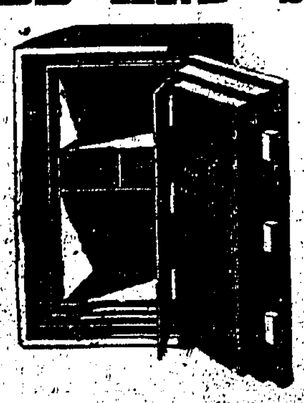

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the moil. The army ... cater for the individual ... was a lack of privacy, ... scarcity of ideas, and a ... dependence upon the herd instinct. To obtain solitude was almost an impossibility. This was unfortunate, for however normal and companionable we may be, we need at times the benefits of silence and quiet.

This is what Dean Inge means in one of his recent utterances when he says that Railway Companies should be made to supply separate carriages for talkers. Those of us who are members of the Hongkong Club can still be thankful that there are rooms in which the blessed words are written, "Silence is requested." For unless we are to become utterly devoid of ideas and personality, silence is an essential in our lives.

THE MAGNIFICENT SILENCE OF NATURE.

Now I do not know if you have ever observed the magnificent silence of Nature. Some of us hear the bugler-blowing "Reveille" in the morning, and he is so insistent and strident in his blowing that it might be imagined that he was creating daylight. But when you rise from your bed, it is to find that a new day has been born without any fuss or tumult or noise. For God's greatest works are carried on in silence. The planets move in orbits: there is neither speech nor language heard among them: and while the crops are growing in the field all nature seems asleep. And if solitude is essential in our ordinary, every-day life, we can be quite certain that it is imperative in our religious life. For when we come to study the lives of the Saints of all ages, we find that their greatest experiences came to them in solitude. The classical example is Elijah. God did not speak to him in the great and overwhelming catastrophe which he witnessed. The earthquake and the fire terrified and abased him, but God chose to speak to him in the still, small voice. And the same Godly experience is true of Jacob, of St. Patrick in the woods, of St. Cuthbert on the Downs, and of the ordinary men and women of all ages. And we do well to look at the example of our Lord. He had thirty years of apparent silence to three years of speech. Ten years of preparation for one of publicity. It seems evident, therefore, that if God is to be found at all, it is easier to find Him in silence. This is one of the first laws in the spiritual life.

SOUL-DESTROYING PLEASURE.

If then this is true, it seems a great pity that we have, in a multitude of cases, banished solitude from our lives, and the result of our modern city life is that we live in crowds; there is hardly a moment when we are without the possibility of having to talk—and a good deal of it is very small talk indeed. Most of our spare time is spent in the pursuit of pleasure, a good thing in its proper place, but in this Colony vastly overrated, and carried on to such a pitch that it often becomes soul-destroying. Amid all the dust and noise and glitter of life many have lost or failed to find the few ever-present meanings of life that exist in, and arise from, the perfect will of God for every human soul. We spend our lives in the whirl of external things until, by God's grace, one day we awake to the fact that the only life that really matters is the buried life within the soul. Then we sit still and look into our hearts, and many of us sicken as we look.

VALUE OF CHRISTIAN SILENCE.

How then can we rise above the din and turmoil of our daily life? It is, I think, true to say that most of us here lead a somewhat strenuous life. In fact, there are times when some of us think that our work is positively indispensible—a sure sign that we should go home on leave. But every one of us can take from his working day at least twenty minutes, generally devoted to unnecessary conversation or reading, and keep silence. And this is what I would urge you to do in the remaining days of Lent. But at the outset let us bear in mind that silence is not a patent pill. It is an unexplored country in which the traveller may easily lose his way. Christian silence is not a piece of amateur psychotherapy, it is great practical discipline, which makes a highway of God through the wilderness of our disordered thoughts and uncontrolled emotions. It is, as someone has said, not an empty space filled with shadows, nor a mirror flinging back our own portrait—it is the response of our whole being to the call of God. Moreover, the practice of silence must begin, not in the quiet half-hour, but in the office, in the street, in the home, in the play-ground. The soul, which has been losing strength for eleven hours daily, need not imagine that it will regain vitality in the one remaining hour. To put it crudely, the first step towards the silence which recreates is to hold the tongue more frequently and to better purpose in the ordinary ways of life. Further I would urge you to make use of a Church for your time of silence. It is easier to leave worries and distractions behind when you enter a house of of prayer. If you find the discipline of complete silence difficult, then read the Story of the Passion from one of the Gospels in Holy Week. Then pray that God may speak to you and listen in silence. Some of the most normal and ablest men in the Colony are using the Cathedral for this purpose, and some are finding the quiet of the early morning services a great help in this direction. It is encouraging to observe that the Cathedral is being used more this Lent than for many a year.

(*Continued on next Column*).

THE PROFOUNDEST HOURS OF LIFE.

In conclusion, I would remind you that every man must find himself alone with the beasts, and with the angels. We are indeed unworthy of our Christian calling if we do not use Lent to get in touch with the eternal things and with the whole company of Heaven. For the profoundest hours of life for any man are his silent hours. In silence life finds its farthest meaning and most inward fulfilment. Let us come into the presence of the One whom we need, not to escape from life, but to understand it. For we are made in the image of God, and we shall find no inward peace, no perfect joy, until we find it in Him who said of old, "Be still, and know that I am God." We may well pray in the words of the hymn:—

"Dear Lord and Father of mankind,
Forgive our feverish ways;
Reclothe us in our rightful minds,
In purer lives Thy service find,
In deeper reverence praise.

Breathe through the heats of our desire
Thy coolness and Thy balm;
Let sense be dumb, let flesh retire,
Speak through the earthquake, wind and fire,
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CHINESE TRADE REPORTS.

The Customs Returns of the various ports from October to December, 1924, are now being issued. The following comments on the year's trade are based on these figures.

Chinwangtao. Imports.—Only one item of foreign cotton goods was imported in the last quarter of the year, namely, English grey plain shirtings, 280 pieces. There are 21 classifications under this heading and 11 were represented in the corresponding period of 1923. The greatest drop in the year's trade was in Japanese grey plain shirtings which fell from 7,320 pieces in 1923 to 3,040 in 1924, and Japanese grey jeans which fell from 7,350 to 2,270 pieces. Coloured plain venetians also showed a 50 per cent. decrease. On the other hand, although foreign trade in this line was almost stopped in the last quarter of 1924, the importation of Shanghai grey shirtings for the whole year advanced from 27,600 to 44,300 pieces. In contrast with the decrease in the import of foreign cotton goods, a remarkable increase was show in the import of the following items: electrical materials, from Hk. Tls. 90,512 in 1923 to Hk. Tls. 212,636 in 1924; gypsum, 122,321 to 221,280 piculs; rails, 23,669 to 50,271 piculs; sleepers, 35,043 to 182,254 pieces; unclassified railway materials, Hk. Tls. 2,867 to Hk. Tls. 44,708; softwood, 6,988,681 sq. ft. to 21,404,906 sq. ft.; hardwood 4,846 sup. ft. to 68,458 sup. ft. Chinese sundries showed a distinct advance in respect of Chinese milled flour, which went from 91,783 piculs to 216,177 piculs. Skins and furs, however, diminished in all classifications.

Exports—In exports cement decreased by 200 per cent. the principal cause being that there was absolutely no movement from the interior in the last quarter of 1924. Kailan coal decreased for a similar reason from 2,000,000 tons in 1923 to less than 1,500,000 in 1924.

Tientsin. Imports—There were few fluctuations in the imports of foreign cotton goods in 1924. Cotton italians, all grades, and flannelettes decreased by about 40 per cent. Japanese cotton yarn declined from 119,459 piculs to 64,773 piculs. The 1922 figure was 191,508 piculs. Woollen goods, which amounted to only 231 yards in 1923, showed last year a total of about 5,000 yards. Rice imports diminished by 150 per cent. Flour decreased slightly, but still remains 300 per cent. above the 1923 level. Japanese kerosene oil appeared on the returns for the first time with a figure of 50 American gallons. Shanghai milled flour showed a noteworthy advance from less than 1,000,000 piculs to 2,500,000 piculs. Asbestos appeared for the first time in the three year period with 3 piculs.

Exports—In exports zinc (spelter) appeared for the first time in the three year period with 1,017 piculs, all of which was exported in the last quarter of the year. Carpets showed a million sq. ft. increase, repeating the increase recorded in 1923. The total exported in 1924 amounted to 5,514,493 sq. ft. Yellow raw silk (not re-reeled and not steam filatured) appeared for the first time in the three year period with 168 catties.

Amoy. Imports.—Chintzes and cotton prints appeared in the 1924 returns for the first time in the three year period with 63 pieces. English plain grey shirtings declined 100 per cent., whereas the Japanese variety advanced nearly 300 per cent. Japan in 1924 exported twice as many shirtings of this grade to Amoy as Great Britain. In 1923 England's excess over Japan was four times. Japan's increase shows that she is getting back to her position in 1921-1922. Aniline dyes declined from Kk. Tls. 86,544 to Hk. Tls. 31,861. American kerosene oil (in tins) leaped from 973,850 to 2,501,455 American gallons, and in bulk from 514,197 to 1,354,958 American gallons. However, the last figure is still 400,000 American gallons short of the 1922 figure. Sumatra kerosene oil is now being exported in tins to Amoy, the 1924 figure being 15,000 American gallons. Sumatra kerosene oil in bulk is heading for a million American gallons, having shown almost a two-fold increase over 1923. Shanghai flour topped the 100,000 piculs mark, having advanced from 60,000 piculs.

Exports—Brick and tiles went from 500,000 pieces to well over 1,000,000 pieces, and, through the native customs, bricks showed an advance from 2,204,151 to 9,172,545 pieces. Native strawbraid also showed an enormous increase in the native customs reports from 7,974 pieces to 94,673 pieces. Hemp fibres now occupy a respectable place on this list of exports, the 1924 figure being 5,775 piculs. Only four piculs were shown in 1922.—*The Chinese Economic Bulletin.*

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

MARCH 30TH, 1925.

Hongkong and Shanghai Banks	$1,220/1225 sa.
Canton Insurances	$745 b.
Hongkong Fire Insurances	$665 sa. ex div.
Union Insurances	$256 b.
Douglas Steamships	$54 b. ex div.
H.K., C. & M. Steamboats	$37½ nom.
"Star" Ferries	$68½ s.
China Sugars	$69½ nom.
Langkats (combined)	Tls. 26½ sa.
Kowloon Wharves	$195 s.
Whampoa Docks	$127 s.
Shanghai Docks	Tls. 126 nom.
H.K. & S. Hotels	$16 s.
Hongkong Lands	$97 s
Humphreys Estates	$20½ sa.
Ewo Mills	Tls. 12 nom.
Cements (combined)	$30 nom.
China Lights (combined)	$34 nom.
Providents (old)	$16½ b.
Providents (new)	$9.40 s.
Dairy Farms	$27½ nom.
Electrics	$68 s.
H.K. Ropes (combined)	$50 s.
Trak ways	$28 nom.
Watsons	$20 b.
Peak Trams (old)	$23 s.
Constructions	$54 s
China Buses	Tls. 12½ b.

b—buyers; s—sellers; sa—sales.

If men are taught day in and day out that Capitalism is the source of all their troubles how can they be expected to sit down with their employers to discuss their inevitable grievances in a reasonable way. —*Mr. Neville Chamberlain.*

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A DATE

TO REMEMBER.

THURSDAY, 2ND APRIL, 1925.

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MISSIONS TO SEAMEN.

Place ... Theatre Royal.
Time ... 9.15 p.m. Prompt.

The Band of the East Surreys will Perform the following Delightful Programme:—

1—OVERTURE.....Tannhauser.....*Wagner*
2—RIDE OF THE VALKYRIES...(Walkürenritt) *Wagner*
3—BALLET MUSIC ...The Shoe ..... *Ansell*
4—ALLEGRO MODERATO ... {Symphonic / Pathetique} (5/4) *Tschaikowsky*
5—ALLEGRETTO SCHERZANDO...5th Symphony *Beethoven*
6—SUITE.....Scenes Neapolitaine..... *Massenet*
7—SELECTION..The Martyr of Antioch ...*Sullivan*
8—MARCHE AUX FLAMBEAUX .....*Becker*
9—TONE POEM.....Finlandia ..... *Sibelius*

In addition Mr. and Mrs. A. M. Bowes-Smith and Mr. D. M. Richards will assist.

[2030

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SAIGON RICE MARKET.

Messrs. Wm. G. Hale & Co., Ltd., in their circular dated March 16th says:

The market, which was steady and even at a time weak, has suddenly strongly advanced in the very last days of the fortnight under review. This rise has been principally determined by the fair demand coming from Japan—about 10,000 tons closed in two days,—for which owing to a very favourable exchange, it has been possible to quote prices far below the very best hitherto quoted.

Some business has been effected also with Cuba and Europe, and arrivals of paddy being not very important, the market closes very firm with upward tendency and few sellers at present prices.

Paddy.—Arrivals are just sufficient to cover the immediate requirements. Prices are up, as a very good demand is expected for April-May to fulfil the "blank" rice contracts entered into at the beginning of the year.

The Compagnie de Commerce et de Navigation d'Extreme-Orient of Saigon, in their report dated March 23rd, say:

Since our last report prices have made a fair advance in sympathy with the Hongkong market and also owing to the increasing lack of milling. A certain amount of business has been closed with Japan but the demand from Europe is slackening. The supply of paddy continues to be very regular. The total amount of rice exported from January 1st to March 15th is 243,290,331 tons against 298,354,284 in 1924.

We quote to-day, White Saigon rice, No. 2 sifted, Japan quality, Hongkong $6.05 per picul, f.o.b. Saigon, £0.14.3 per picul, f.o.b. Saigon, yen 8.33 per picul, f.o.b. Saigon, for March-April shipment.

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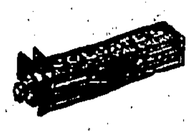

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COMPANY MEETING.

HONGKONG AND WHAMPOA DOCK CO., LTD.

$12,000,000 SPENT ON IMPROVEMENTS SINCE 1916.

The ordinary yearly meeting of shareholders in the Hongkong and Whampoa Dock Company, Limited, was held at noon yesterday, at the offices of the Company, No. 2, Queen's Building. Mr. H. P. White presided.

After the Secretary had read the notice convening the meeting,

The CHAIRMAN said: Gentlemen,—The Directors' Report and Statement of Accounts having been in your possession for the past twelve days, I will, with your kind permission, take them as read. The final dividend of two dollars per share which we recommend, along with the two dollars paid to you last October, makes for the year 1924 a distribution to shareholders of eight per cent. of the ordinary share capital of the Company, which I trust you will consider satisfactory. The past year makes the third in succession in which companies like ours have had to labour under trying circumstances—in fact, the year 1924 was even much more difficult than the two previous ones.

This is, of course, largely due to the continued depressed state of affairs in shipping, and was aggravated to a certain extent in the second half of the year by the futile and ill-advised four months' strike of moulders in our employment, which had the effect of deviating a certain amount of shipping to other ports, and delaying other important work which we had in hand. We sincerely trust there will be no recurrence of those labour troubles, otherwise we may find it difficult to compete profitably with shipbuilders and ship repairers in other parts of the world. My predecessors in the chair for the past few years have consistently warned you that every successive year for some time a great deal must be added to our capital expenditure, and perhaps the most outstanding feature in this year's account is the amount which has been spent on improvements to our properties, this amounting in 1924 to about one and three quarter million dollars. The largest item of this is the cost of preparing the site and purchasing the new Iron, Brass and Steel Foundry, to which my predecessor referred last year. This is a very modern steel framed building, 300 feet long and 200 feet wide, fully equipped with overhead electric cranes, and all the necessary equipment to turn out castings economically and expeditiously.

It should be in full commission in about three or four months time, and shareholders will have the satisfaction of then knowing that the Company will have an up-to-date and self-contained unit, a most valuable addition to its plant which it has not previously possessed.

The manufacture of internal combustion engines for marine purposes is a subject to which this Company must turn its attention before very long, and the possession of a modern foundry is most essential to this end.

Considerable expenditure has been incurred on the levelling of the hill at the back of our Kowloon property to form the site for the proposed large Dock, but this has not proceeded as expeditiously as anticipated, and will take about another twelve months to complete. The new pump house which is common to our present No. 1 and the new Dock, is about complete, and when the electric pumps are in use, considerable saving should result. The new gate house, time office and watchmen's quarters are now completed, and form a suitable entrance to our main establishment.

The new block of houses for our European staff referred to last year, is now complete and fully occupied.

The improvements at Cosmopolitan Dock, which included a certain expenditure to make this establishment suitable for undertaking work of a special nature for H.M. Navy, are now complete, and this place is now thoroughly up-to-date in every way.

Another item in the accounts to which I would call your special attention, is the amount of $200,000 which has been put aside to cover a doubtful debt contracted in 1922. This was due to the unexpected death and subsequent insolvency of an old and valued client of the Company's in Rangoon, whose docking and repair work we had carried out for a number of years. Steps have been taken to recover some of this amount from the estate, but your Directors have thought it wise to make provision for the whole of it. No allowance has been made for depreciation this year, as all your properties are already well written down below their replacing cost.

Our shipbuilding yards during 1924 were and are fairly well employed, which is most necessary.

Now, gentlemen, some of you may wish to ask questions about this continued capital expenditure, so I had better try and make the position clear to you. Since the year 1916, we have spent approximately $12,000,000 on improvements and additions to our various properties. Improvements in hand to which we are committed amount to about $750,000. During that period we have written off for depreciation about $5,000,000 and have paid shareholders over $7,000,000 in dividends, and in addition about $1,500,000 in debenture and bank interest. During the same period the Company transferred to Reserve Account $3,800,000, which sum is all invested in the properties, and therefore is not available as a cash asset.

For about the past three years these improvements have been paid for out of borrowed money, and the amount of this at the end of 1924 was about $4,000,000, on which interest has to be paid. You will observe from the accounts that the amount paid in interest for 1924 was $267,000, which is more than we are paying the shareholders in dividends. Our assets stand in our books at about $14,000,000, which is a very low estimate of their actual value.

Your Directors have, therefore, after due deliberation, come to the conclusion that it is desirable in the best interests of the Company and the shareholders, to pay off the debentures, which are in any case repayable at the end of 1925, and increase the ordinary share capital of the Company to a figure nearer approaching to the written down value of its assets.

Briefly, I may tell you that the proposal is to increase the nominal ordinary share capital of the Company to $10,000,000, divided into 200,000 shares of $50 each. We propose to increase the Issued Capital of the Company to $6,000,000 by the issue of 60,000 new shares of $50 each, at the very moderate premium of $10 per share, shareholders having the first option on this offer in equal proportion to their holdings.

The new capital which we suggest calling up as early as possible, but at any rate before the 31st December, 1925, will automatically reduce the large item of interest we are now paying.

Our legal advisors have now the matter in hand, and at the proper time the necessary general meetings will be called, when we trust to get your approval of the scheme I have outlined.

Continued development should be the guiding principle for a company like ours, and before long we will require to consider the commencement of the construction of our large new 1,200ft. dry dock.

I am sure all shareholders appreciate the necessity of this, when I tell you that very frequently there are ships in Hongkong harbour, whose dimensions are such that we are unable to dry-dock them with our present facilities, and the number of those large ships is increasing and will increase in the future.

The problem of financing the construction of this dock is one that will require to be faced, but you can rest assured your Directors will approach it in the best interests of the shareholders.

I have endeavoured to make the situation as clear as possible to you, and now beg to propose the adoption of the report and accounts, and after this has been seconded, I shall be glad to answer to the best of my ability, any questions that shareholders may desire to ask.

THE GUIDING PRINCIPLE.

Mr. CHAU SIU KI, in seconding, said: Mr. Chairman and Gentlemen,—I have pleasure in seconding the motion. Although the shareholders cannot altogether agree with the Directors that the payment of a dividend of $4 for the year was satisfactory in view of the larger amounts distributed in previous years, they realize that the result of the year's working was an unprecedented one. I refer to the bad debt contracted in 1923, for which $200,000 has to be set aside. But for this unexpected loss, the Company could have paid the shareholder another $3 per share, making the dividend $7 instead of $4. Fortunately, this item is of an extraordinary nature, and is not likely to recur for many years to come, if at all. It is to be hoped that a portion of it may be recovered. I am sure that all shareholders who have the best interests of the Company at heart will agree with the Directors that continued development should be the guiding principle for our Company, if we are to maintain the fine reputation which we have enjoyed in the Far East for these many years. It is gratifying to learn that the large sums of money sunk in capital expenditure will soon bear fruit. When the new iron, brass and steel foundry, overhead electric cranes and all the necessary equipment to turn out castings economically and expeditiously, is in full commission in about three or four months time; when the new pump house is ready, as it will soon be; and when the electric pumps are in use, which will result in considerable savings, the money expended on these three important works will be productive. It is with considerable pleasure that the shareholders learn that the improvements at Cosmopolitan Dock are now complete, rendering the place thoroughly up-to-date in every way, and suitable for undertaking work of a special nature for His Majesty's Navy. No less gratifying is the news that all our shipbuilding yards during 1924 were, as they are now, fairly well employed, which has set at rest the inexplicable rumour that has been circulating during the last two or three weeks that most of our yards were empty.

I agree with the remark of the Directors that the sum of $14,000,000 which stands in the Company's books as its assets, is a low estimate of their actual value. The fact that since 1916, $12,000,000 alone has been spent on improvements and additions to our various properties, not to speak of the $5,000,000 written off for depreciation, and nearly $4,000,000 transferred to Reserve, proves conclusively that the amount so put down is far too cautious and conservative an estimate.

I have no doubt that a large number of the shareholders agree with the decision of the Directors to pay off the debentures at the end of 1925, and to increase the ordinary share capital of the Company. The money which is now being paid as interest on debentures and loans, would then be available for payment as dividend on the new share capital. The shareholders, however, hope that the Directors will so call up the new share-capital as will make it possible for all the shareholders to take up the new shares, and they are confident that their interests will be protected by the Directors.

The shareholders also express the hope that, in view of these hard times and keen competition, the management will in future exercise the strictest economy in all directions, be the expenditure large or small, consistent with the efficient working of the Company.

In conclusion, speaking as one who has always taken a keen interest in the development of the Colony and in its industries, especially its shipping, I hold the view that the policy of the Directors to keep abreast of times and to prepare for

(Continued on next Column).

the future, is a sound one which, I venture to predict, will be justified in the no distant future. With these few remarks, gentlemen, I beg to second the adoption of the report and accounts as presented.

No questions were asked, and the proposal was put to the meeting, and carried.

Mr. JOHN ARNOLD proposed and Mr. C. B. BROWN seconded the re-election of Sir Robert Ho Tung and Mr. Allan Cameron to the Board of Directors. This was carried.

Mr. CROUCHER proposed, and Mr. RAYMOND seconded, the confirmation of the appointment of Mr. B. D. F. Beith, Mr. T. G. Weall, and Mr. H. P. White. This was carried. Mr. B. D. F. Beith is to be Chairman for the year 1925.

Mr. DA SILVA proposed that Messrs. Lowe, Bingham & Matthews and Messrs. Percy Smyth, Seth & Fleming be re-elected auditors at a remuneration of $1,000 each. Mr. GUTTERRES seconded, and the proposition was carried.

Those present were:—Mr. H. P. White (Chairman) the Hon. Sir C. P. Chater, Mr. B. D. F. Beith, Mr. Allan Cameron, Mr. T. G. Weall (Directors); Mr. R. M. Dyer (Chief Manager); Mr. E. L. Hosie (Secretary); and the following shareholders:—Messrs. Chau Siu Ki, J. Arnold, C. B. Brown, N. V. A. Croucher, E. M. Raymond, Ng Siu Sau, J. M. Alves, P. M. N. da Silva, E. Abraham, A. A. Gutterres, J. H. Ruttonjee, Chu Wun Man, Y. Tsutsumi, Kelly Sayce, A. H. M. da Silva, H. Birkett, O. Kitchell, T. E. Pearce, A. A. Alves, and R. E. Desa.

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Writing from Singapore, under date March 31st, 1925, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

WORKS OF CAMOENS.

A "SURPRISE" EXHIBITION IN PARIS.

While the fourth centenary of the births respectively of Pierre de Ronsard (1524-1585), the French "Prince of Poets," and of Luiz Vaz de Camoens (1524-1580), the Portuguese author of "Os Lusiadas," has already been celebrated in their own and other countries, a "surprise" exhibition of early works of both poets was opened on March 2nd by a firm of London booksellers, Messrs. Maggs Brothers, at their new Paris branch.

The Camoens display of first and early editions is not so imposing, says *The Times* correspondent, as that of Ronsard, for the Portuguese poet was not so prolific an author, and was in a sense a man of one book, "The Lusiads," the great national epic. There were two issues of the first edition of "Os Lusiadas," Lisbon, 1572, the exact precedence of which is disputed; in one the figure of a pelican on the engraved title-page is turned to the left, and in the other to the right. There is here the *facsimile* of the former, issued four years ago by the Biblioteca Nacional, Lisbon, and a genuine copy of the original issue of the second, bound in vellum. Close to this is an example of the Spanish translation, "Los Lusiadas," by Benito Caldera, 1580, and other editions in Portuguese and Spanish, as well as fine copy of Sir Richard Fanshaw's translation, the first to appear in English, 1655, to which were added portraits of Camoens, Prince Henry of Portugal, and Vasco da Gama. There is a remarkable series of the works of L. A. de Resende (1498-1573), the Portuguese historian, who exercised a great influence on the writers of his time; in one of his Latin poems, "Vincentius Levita et Martyr," Lisbon, 1545—among the exhibits here—occurs the word "Lusiadas," which Camoens made famous. There are also here many other first editions in early Portuguese literature bearing more or less directly on Camoens and his time.

LOCAL SPORT.

BILLIARDS.

CHAMPIONSHIP OF THE COLONY AT THE V.R.C.

In the second round of the Billiards Tournament for the Championship of the Colony, C.P.O. Wr. Drayton and E. W. Spry, who drew byes in the first round, met last night at the Victoria Recreation Club in the second round.

Spry proved far too strong for his opponent, who had only reached 351 by the time the winner had completed the necessary 800 for game.

CHIEF BREAKS.

The chief breaks were:—
Spry: 53, 38, 30, 29, 27, 25, 21, 19, 17, 16, 16, 16.
Drayton: 21, 16, 15, 12, 12, 12, 12.

To-night P.O. Peters and J. Thomas, meet in the second round, while to-morrow the game is between Joiner Restall and Ng Sze Kwong.

BOXING.

CARTLIDGE MAY MEET FRENCH FEATHERWEIGHT CHAMPION.

Provided that no unforeseen hitch occurs in the arrangements, which are now well on the way towards ratification, Hongkong boxing enthusiasts will shortly be able to witness a match between C.P.O. Jim Cartlidge, Lightweight Champion of Hongkong, and André Dupré, described as the undefeated Featherweight Champion of France.

Mr. J. Brook, manager of the Hongkong Boxing Association, informed the *Daily Press* yesterday evening that a cable had been received from Dupré, who is at present in Saigon, expressing the Frenchman's willingness to meet Cartlidge, but making certain suggestions as to the financial arrangements. Mr. Brook added that he regarded the matter as settled, and that he expects that Dupré will sail for Hongkong almost immediately, and sign articles on arrival.

The contest will probably take place within the next few weeks. Dupré has a notable boxing record, and is stated to have knocked out Battling Key, a boxer who has been seen in the ring in Hongkong.

CINEMA NOTES.

WORLD THEATRE.

"Temptation" a seven-reel super production is showing at the World Theatre to-day. In the cast are Bryant Washburn, Eva Novak, June Elvidge, Vernon Steele and Phillips Smalley. To-morrow will be the film's last show and cinema-goers are advised not to miss such a good picture together with Jack Dempsey's fighting series.

QUEEN'S THEATRE.

Melodrama, pathos, romance, picturesque settings, thrills, humanity—all these requisites are found in "The Rosary," now showing at the Queen's Theatre, and make it a well nigh perfect achievement of its kind. Lewis Stone plays Father Brian Kelly, and makes him a well-balanced character, neither too remote nor too worldly. Jane Novak has just the touch of spiritual gentleness needed for Vera, and Robert Gordon is an admirable selection for young Bruen Wilton. Wallace Beery handles the villain's rôle with a nice sense of its gradual development. Eugenie Besserer, Dore Davidson, Mildred June and other well-known players complete a carefully chosen cast.

AUTOMOBILE ASSOCIATION.

ANNUAL MEETING.

FUNDS ARE IN FLOURISHING CONDITION.

The annual meeting of the Hongkong Automobile Association was held yesterday evening under the chairmanship of the Hon. Mr. H. W. Bird, in the Hongkong Club Annexe.

After the Secretary had read the notice convening the meeting,

The CHAIRMAN said in the course of his speech:—

The membership of the Association remains round about 300, for although 130 new members joined during the year several former members either left the Colony or went on leave. The funds of the Association are now very satisfactory, there being on fixed deposit $1,000 and cash in hand $1,655.95. This time last year the subscription was raised from $5 to $10 so that a sufficient sum might be collected to be sure of adequate funds to carry on with, but, as it does not seem necessary to pile up funds, the in-coming Committee might very well consider whether the subscription for next year be reduced to the former sum of $5 per annum.

THE STATUS OF THE ASSOCIATION.

In this connection I think it might be as well to let members understand the status of this Association. The Association was formed in the year 1915 to enable motorists to be united together for their common benefit at a nominal subscription payable annually so that their interests might be watched and represented in official circles and I think these objects have been successfully achieved. It was never intended to form a vast organization such as is in vogue in England and it is unfair to compare the two Associations. It must be remembered that at Home there is a very large membership running into thousands with an annual income of several thousand pounds sterling, which enables the Home Association to afford facilities to its members upon a large scale where paid servants are employed. This is quite impossible here where not only is the membership very small, but where all work is done voluntarily except for a small fee paid to the Treasurers. The operations of the Association cannot extend beyond the general watching of the interests of motorists unless it is desired to form a much larger organization with a large annual subscription with paid servants. Can this be done, and if so who is going to do it? It is very doubtful whether anyone attempting to do so would receive adequate support. Those who are ready to criticise are the last to give the small-est voluntary assistance. I can assure members that their interests are being watched in this Colony, and those who drive comfortably about the roads and streets in their cars should appreciate the fact that they find roads second to none, with the regulation of traffic safe and satisfactory, but these conditions are only possible through the close attention the Association gives such matters. Your Committee is in touch with the Government and the Police authorities at all times and any recommendations made, and there have been many, are always promptly attended to and I may here fittingly express our thanks to those departments responsible.

After a reference to the official weekly organ of the association, and a monthly magazine sent to members, the CHAIRMAN said:—

During the year your Committee have from time to time been approached for advice and assistance by members and this has been given where possible but it may be that the in-coming Committee might consider the engagement of a solicitor upon retainer to give members free advice and assistance if this can be done with the funds available.

TRAFFIC CONTROL IMPROVED.

During the year the traffic control has been much improved, and although there are minor annoyances at times I think on the whole there is not justification for much complaint. The one way traffic at the junction of Caine Road, the Peak Road, and Kennedy Road is an improvement and the lights at night and in wet weather at the various danger points are satisfactory and a help to safety.

The opening of the Wong-nei-chong Road has brought the other side of the Island within easy reach. This road is temporarily closed and will we hope be opened again shortly in a much improved state. The surface of the road through Pokfulum round the Island is excellent, except for one or two places where extensive draining works and buibding are proceeding but these will be put right as soon as possible.

TRANSPORTATION ACROSS THE HARBOUR.

The question of transportation across the Harbour is a vexed one and should exercise the urgent attention of the Government. Representations have been made to the Government, but there seems to be a desire to leave this matter to private enterprise. This we do not agree with. In a place like Hongkong we are far behind the times in such an important matter and the Government should see that an adequate means of transport is provided.

INCREASED NUMBER OF CARS.

There is a noticeable increase in the number of cars in the Colony and it is pleasing to see so many new cars of British manufacture and more representation of British cars. The British car of to-day is not more expensive than the American, and in running expenses the American car cannot be compared with the British car. We shall hope to see more.

FACILITIES AT HOME.

Many members have availed themselves of the facilities offered to our members whilst in the Home country, when presenting a letter of introduction from this Association and the courtesy and assistance shown them is very much appreciated. This Association's badge is officially recognised at home if carried on the car whilst touring the country, and any facilities the Home Badge carries are also given to members carrying our badge.

We have, with deep regret to record the death of the following members: Mr. A. G. Steven, Commander Beckwith, Mr. H. W. Chaney and Mr. R. Earnshaw. Our deep sympathy is extended to their families and relatives.

A TRIBUTE TO THE HON. SECRETARY.

In conclusion, the CHAIRMAN said he was sure all members would join him in rendering very sincere thanks to their hard-working Hon. Secretary. The Association had grown to such an extent that his work was by no means a sinecure, and he had carried out his duties in a most able manner. If he would consent to continue in office they would be lucky indeed.

Mr. JOAN ARNOLD seconded the adoption of the report and accounts and the motion was agreed to.

STONE-THROWING AT CARS.

Mr. ARNOLD said that recently there had been quite a "recrudescense" of small boys, and some of them fairly large boys, who took a delight in throwing stones at passing cars, especially in the University district. He himself had had his window screen smashed. He had brought this matter to the notice of the Police, and he would suggest that the Association should write to the Police. The boys of the Ying Wah College appeared to be the worst offenders. He thought the Association might offer small rewards to people who caught boys throwing stones at cars.

The CHAIRMAN said the Hon. Secretary informed him that he would write to the Police.

The meeting decided to offer rewards and also to write to the Headmaster of the Ying Wah College complaining of the conduct of the boys.

A BADLY ARRANGED PARK.

Professor MIDDLETON SMITH said that when they were talking of the University district he would like to say that the park was very badly arranged. He felt very strongly on the new school which was being erected. There was a peculiar bottle neck arrangement. He had made a private representation to the Company. He thought this could be improved considerably, and if necessary some of the University grounds should be sacrificed.

The CHAIRMAN asked Mr. Middleton Smith if he could provide them with a plan, and to this suggestion he agreed. The Chairman pointed out that they might write to the Director of Public Works.

Mr. BIRD said that when they noticed anything such as had been brought up at the meeting, it would be a great help if members wrote immediately to the Hon. Secretary, who would only be too glad to take up the matters on behalf of the Association. Otherwise he was in the dark, and nothing was done.

ELECTION OF OFFICERS.

Officers for the ensuing year were elected as follows: Mr. D. G. M. Bernard (President); Mr. Robert Yip (Vice-President); Mr. Paul Hodgson (Honorary Secretary); Messrs. Linstead and Davis (Treasurers); and Committee: Messrs. G. H. Bannerman, C. D. Lambert, E. M. Sleigh, J. Smith, John Arnold, R. L. Moncrieff, F. Meade, E. R. Dovey and Professor Middleton Smith.

"STAR" FERRY.

EXTENDED AND LATER SERVICE.

From April 1st. the ten-minute service by the "Star" Ferry Company will be extended up to 9 p.m., nightly, and from the same date there will also be late ferries. From April 1st a special ferry will run from Hongkong at 1 a.m., and from Kowloon a special boat will leave at 12.45 a.m.

All passengers, whether season ticket holders or not, will be charged 20 cents on these late ferries. No boats will run between 12.30 a.m. and 1.00 a.m. from Hongkong and 12.15 a.m. and 12.45 a.m. from Kowloon.

SEAMEN'S CONCERT.

Sir Arthur Sullivan is known principally by reason of the lightness of his music in various operas. Only the discerning perhaps realise that there is another and a better Sullivan responsible for music which entitles him to a place in the hall of fame. The Surreys Band at the concert to be given in the Theatre Royal on Thursday next is to play a selection from "The Martyr of Antioch." In dealing with the six items comprising this selection, Bandmaster Bradshaw, in his analytical notes finishes by saying "An excellent reminder that the composer was capable of work more profound than light opera." The programme which the Surreys Band is to play, will be found one of the most notable in the annals of the Colony. Seldom in one programme is to be found items of such interest and note as is that in Thursday's programme. There is the tone poem "Finlandia"; Massanet's Scenes Neapolitaine," Ansell's Ballet music "The Shoe"; Tannhauser overture, the Russian genius' Pathetique Symphony, etc. Mrs. A. M. Bowes-Smith, and Mr. D. M. Richards will supply very agreeable vocal relief.

PIANOFORTE RECITAL.

MR. HARRY ORE'S PUPILS' PLEASE LARGE GATHERING.

A large audience at the City Hall yesterday evening showed their appreciation of a pianoforte recital given by Mr. Harry Ore and his pupils. Each item was very effectively rendered and received a warm reception from the audience.

The programme was opened by Master L. Judah who gave an excellent rendering of a serenade by Grisart; while Miss P. Lawrence also showed much promise in the following two contributions. Miss N. Thorburn's playing was heard to advantage in a dance caprice by Grieg, but her next selection, Heller's Tarantella was the more pleasing of the two. Miss Daisy Ma provided two of the most enjoyable items on the programme—Grieg's Cradle Song and Lavellee's Butterfly. Miss A. dos Remedios and Mr. Harry Ore were heard to advantage in a duet and the former won applause for a Schubert-Liszt contribution. The Eleventh Hungarian Rhapsody, played by Miss Alda Leon, was well executed, as was Miss E. Dunbar's offering of Chopin's Scherzo in B flat. Mr. A. Bowes-Smith's two contributions were notable features of the programme. The four items contributed by Mr. Harry Ore to conclude the programme were executed with the skill of a Maestro and met with a great reception.

The complete programme follows:—

Serendale (Grisart), Master L. Judah.

(*a*) Serenade (Jensen); (*b*) Oxen-Menuet (Haydn); Miss P. Lawrence.

(*a*) Dance Caprice (Grieg); (*b*) Tarantella (Heller); Miss N. Thorburn.

(*a*) Cradle Song (Grieg); (*b*) Butterfly (Lavallee); Miss Daisy Ma.

(*a*) Allegretto from Cello-Sonata (Duet), (H. Ore); (*b*) Soirée de Vienne (Schubert-Liszt); Miss A. dos Remedios.

Eleventh Hungarian Rhapsody (Liszt), Miss Alda Leon.

Scherzo in B flat (Chopin), Miss E. Dunbar.

(*a*) Prelude in G flat (Rachmaninov); (*b*) Etude in F sharp (Arensky); Mr. A. Bowes-Smith.

(*a*) Menuet (Mozart); (*b*) Love's Sorrow, Old Vienne Valse (Kreisler-Rachmaninov); (*c*) Fireflies (Frank Bridge); (*d*) Military March (Schubert-Tausig); Mr. Harry Ore.

STAR FERRY INCIDENT.

REFUSAL TO BE SEARCHED.

Before Mr. S. B. B. McElderry at the Central Magistracy yesterday, Edward Paul Souza was charged with having refused to be searched by a police officer on Saturday night.

Sergeant Dungey said he was on duty at the Star Ferry at midnight on Saturday when defendant alighted from a taxi-cab. He asked him to put up his hands so that he might be searched for arms, whereupon defendant said he would not condescend to be searched in a public thoroughfare. On being told that if he persisted in his refusal he would have to take him to the police station, defendant acquiesced to this procedure.

Defendant said he was accompanied by some ladies intending to take the ferry to Kowloon, when in the passage of the Star Ferry he was accosted by the sergeant who asked him to submit to a search for arms. He asked the officer to step aside so as not to show any discourtesy to the ladies and not frighten them. This the sergeant refused to do, and he was taken to the police station; where he was searched by the Inspector and nothing was found on him.

His Worship said that everybody on the road was called upon to submit to a search between 6 p.m. and 6 a.m. Owing to the prevalence of armed robberies the police had been given power to search any person in any place. It was up to people to submit to a search when requested to do so. If everybody did refuse the police would be taking an army of thousands to the police station every day.

A fine of $10 was imposed.

STEAMER AGROUND.

"LIMCHOW" ASHORE AT HAINAN.

The French steamer *Limchow*, which has for some time operated on the Hongkong-Haiphong route, has gone aground at Kami, at the entrance to Hainan Straits, while on her way from Haiphong to Hongkong. She is of 1,415 tons register, and is the property of Messrs. Fannier & Co.

The local agents are Messrs. Sing Kee of No. 55, Jervois Street. Messages received by the agents during the week-end stated that there was little danger and it was hoped to get the vessel away in a day or two. The passengers were transferred to the French steamer *Songlee* and taken back to Haiphong. Amongst the passengers was M. de la Prade, the French Consul at Canton, who was returning to his post.

MADELINE ROSSITER COMPANY.

To-night the Madeline Rossiter Company bring their short season at the Star Theatre, Kowloon, to a close. A benefit matinée will also be given this afternoon, the proceeds of which will go to the widow of the late Mr. Jack Bennetts, a member of the company who died here at the time of their previous visit to the Colony.

CHARGES AGAINST INDIAN.

PRACTISING WITHOUT PERMIT AND POSSESSING POISONS.

The hearing of the case in which Hakim Karim Bux, of the Indian Mosque, is charged with practising medicine without being registered and with illegal possession of poisons, was resumed at the Kowloon Magistracy yesterday afternoon before Mr. E. W. Hamilton. Mr. Whyte-Smith appears for the Crown and Mr. Elsey Zeitlyn for the defence.

An Indian witness, who was called by the prosecution, gave corroborative evidence to that given at the previous hearing. He was subjected to a lengthy and exhaustive cross-examination by Mr. Zeitlyn, which occupied practically the whole of the afternoon.

This man's evidence concluded the case for the prosecution.

Mr. Zeitlyn said he proposed to keep any remarks he might have to make bearing on the case, until after the witnesses for the defence had given their evidence.

DEFENDANT IN THE BOX.

The defendant went into the witness-box and said he was in Singapore in 1922 in business. If anyone sent for him he went to see them. Sometimes they wanted goods, sometimes medicine. While in Singapore he received a letter from Abbas Khan asking him to come to Hongkong and start practising medicine. He came here and consulted a solicitor with a view to starting in business. Abbas Khan (who had previously denied accompanying him) went with him. He was told that he could not register here to practise medicine. Therefore, he did not compound any medicines, and before he went to see this solicitor he never gave anyone in Hongkong any medicine. Asked about various witnesses connected with the case, defendant denied that he ever gave them any medicine. Defendant was at this stage shown various bottles of poisons and medicines, stated to have been found in his box. With regard to a quantity of Government opium, he said he obtained it in Singapore and used it for a special purpose for himself. Another bottle, containing some white stuff, he denied was his. A bottle containing some powder was his. Asked about a bottle containing 96 cent of pure arsenic, he said he did not recognise the bottle. He would never give arsenic to anyone in a medicine as it was forbidden in the *Koran* for him to do so. His profession and his faith and religion would prevent him from using this. Defendant emphatically denied over giving any of the poisons or medicines to anyone in Hongkong.

At this stage, His Worship adjourned the case until to-day.

POLICE COURT ITEMS.

At the Kowloon Magistracy yesterday, Mr. E. W. Hamilton ordered the confiscation of one revolver and 150 rounds of ammunition, which were found concealed in the false bottoms of two buckets on board the *Empress of Russia* last week.

At the Kowloon Magistracy yesterday, before Mr. E. W. Hamilton, William Forrester and C. J. Mason, two American seamen who were charged on remand with having stowed away on the s.s. *President Wilson* from Hongkong to Manila, were discharged with a caution. His Worship remarked that he understood the men would be sent back to America.

Before Mr. J. R. Wood at the Central Magistracy yesterday, Bachen Singh, an Indian watchman, was remanded for a week on a charge of having a revolver in his possession in Connaught Road on Friday night.

The young Chinese who was discharged by Mr. J. R. Wood at the Central Magistracy on Friday, on a charge of having fraudulently received cigarettes from Lane & Crawford's, was again before Mr. Wood yesterday when he was charged with having received 24 tins of Capstan cigarettes from the Wing On Co. on February 26th, purporting that they were for a Mr. M. P. Lo. A coolie employed by the Wing On Co. identified the defendant as the person to whom he had delivered the cigarettes which cost $18.30. Defendant pleaded not guilty and said that the cigarettes were given to the office boy in Mr. Lo's office. The case was adjourned until this morning, bail being fixed at $25.

For mooring their boats in-shore, within a distance of less than 100 yards of low water mark, two mistresses and one master of cargo boats were each fined $5, or in default five days' imprisonment with hard labour, by Lieut.-Comdr. G. F. Hole, R.N., at the Marine Court yesterday.

Before Lieut.-Commander G. F. Hole, R.N., at the Marine Court yesterday, six mistresses and one master of cargo and passenger boats were charged with mooring their boats in such a manner as to cause an obstruction to the Government Coal Pier, Yaumati. They were fined $5 each, or in default five days' imprisonment with hard labour.

Before Lieut.-Comdr. G. F. Hole, R.N., at the Marine Court yesterday, the owner of the steam launch, *Hing Wo*, was fined $5, or in default five days' imprisonment with hard labour, for a breach of the conditions of his steam launch licence, by failing to keep the licence on board the steam launch. At the same court he was also fined $10, or in default ten days' hard labour, for failing to report to the Harbour Master the name and the number of the certificate held by the master engaged on his steam launch.

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OUR RAINGUARD MACKINTOSH at $21.50

—is extremely light, (19 ounces)-wonderfully strong and will withstand the keenest test. (Other qualities $16.50 and $35.00 with or without belt.)

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These are in stock in all qualities from $50.00

Also GABERDINES $42.50

NEW ADVERTISEMENTS.

DENISON RAM & GIBBS.

THE Interest and Responsibility of ALBERT DENISON in the Firm of DENISON, RAM & GIBBS will Cease on 31st MARCH, 1925. MR. EDMUND FREDERICK RONALD SAMPLE, A.R.I.B.A., is Admitted as a Partner in the Firm from 1st APRIL, 1925. The Business will be carried on under the Name of DENISON, RAM & GIBBS. [2049

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'CLOCK A.M., on the 31st MARCH, 1925.

The Tenders to state the total amount (in Pounds sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, Etc."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby Notified that, having regard to the provisions of the Acts 23 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporated capacity and made for the general benefit of the Company."

R. A. DOBBIN, Lt.-Col.,
Treasury Chest Officer, R.A.P.C.

His Majesty's Treasury Office,
Hongkong, 30th March, 1925. [2048

NORDDEUTSCHER LLOYD BREMEN.

THE Steamer "SAARBRUECKEN" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

All Goods remaining undelivered after the 4th April, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 3rd April, 1925.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,
Agents,
NORDDEUTSCHER LLOYD BREMEN.

Hongkong, March 29th, 1925. [2044

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "HECTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 30th March.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 6th April, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th March, 1925. [2043

S.S. "PAUL LECAT."

COMPAGINE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded as unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 6th April, 1925, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 8th April, 1925, or they will not be recognised.

All damaged Packages will be examined on Saturday, the 4th April, 1925, at 10.00 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUBER,
Agent.

Hongkong, 30th March, 1925. [2048

NEW ADVERTISEMENTS

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2042]

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MRS. J. L. McPHERSON
MR. CHAN SHU YAN
MR. K. KOJYO

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APRIL 1ST to 4TH—From 2 to 9 P.M.
APRIL 5TH—From 2 to 7 P.M.

[2045

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

THE FORTY SEVENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, PEDDER STREET, on TUESDAY, the 31ST MARCH, 1925, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 17TH to the 31ST MARCH, 1925, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.

Hongkong, 11th March, 1925. [1975

HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

NOTICE IS HEREBY GIVEN that The THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONGKONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Offices of Messrs. SHEWAN, TOMES & Co., St. George's Building, Chater Road, Hongkong, on WEDNESDAY, the 8TH DAY of APRIL, 1925, at 11.00 A.M., for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended on the 31st December, 1924, and of Electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2ND to the 8TH APRIL, both days inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.

Hongkong, 26th March, 1925. [2025

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of THE HONGKONG & SHANGHAI HOTELS, LIMITED, will be held at THE HONGKONG HOTEL, Pedder Street, Hongkong, on WEDNESDAY, the 8TH APRIL, 1925, at 12 o'CLOCK NOON, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended the 31st December, 1924, confirming the Appointment of a Director and re-electing a Director and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 1ST APRIL, 1925, until WEDNESDAY, the 8TH APRIL, 1925, both days inclusive.

By Order of the Board,
J. BARTHOLOMEW,
Acting Secretary.

Hongkong, 20th March, 1925. [2007

FOR TEN DAYS ONLY!!

ART EXHIBITION
AT
MESSRS. KOMOR & KOMOR.
OPEN FROM 10 A.M. TO 6 P.M.

MR. K. HAYASHI has arrived with A Very Fine Collection of Old JAPAN PRINTS by KYOMASSU TOYOKUNI, Hireshige, Hokusai, and all the Foremost Masters of Japan. PRICES Ranging From 50 Cents to $2,000.

Also A Very Fine Collection of IVORY AND WOOD CARVINGS, GOLD LACQUERED BOXES, INROS and a Few Ceremonial Coats (*Haori*).

A Cordial Invitation is Extended to All Lovers of ART to Visit This Interesting EXHIBITION.

KOMOR & KOMOR,
Art and Curio Experts,
Alexandra Buildings.

[2012

THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship "BENLAWERS."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 15th prox., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 25th March, 1925. [2022

INTIMATIONS

BILLIARD CHAMPIONSHIP.

THE HONGKONG BILLIARD CHAMPIONSHIP has now commenced at the VICTORIA RECREATION CLUB. CHARGES of ADMISSION to the Preliminaries are: Club Members and Soldiers and Sailors 25 cents; Non-Members of the V.R.C. 50 cents.

The First Session commences at 6 o'clock each Evening. 2021

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

APPLICATION has been made to the Directors of this Company to issue to CHU KWONG LAN of 312, Des Voux Road Central, Hongkong, a Duplicate Certificate for Eight Shares in the Company or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate No. 4/444 and dated Thirtieth day of November, 1907, for Shares numbered 1423 to 1429, both inclusive and 7103 has been LOST or DESTROYED; and Notice is Hereby Given that if within Thirty Days from the Date hereby No Claim or representation in respect of such Original Certificate is made to the Directors, they will then proceed to deal with such application for a Duplicate or other new Certificate or Certificates.

Dated, Shanghai, 27th February, 1925.

T. A. CLARK,
Secretary and Manager.

1953]

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

APPLICATION has been made to the Directors of this Company to issue to CHU WING ON of 312, Des Voeux Road Central, Hongkong, a Duplicate Certificate for Eight Shares in the Company or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate No. 4/456 and dated Thirtieth November 1907 for Shares numbered 6476 to 6482 both inclusive and 7707 has been LOST or DESTROYED; and Notice is Hereby Given that if within Thirty days from the Date hereof No Claim or representation in respect of such Original Certificate is made to the Directors, they will then proceed to deal with such application for a Duplicate or other New Certificate or Certificates.

Dated, Shanghai, 27th February, 1925.

T. A. CLARK,
Secretary and Manager.

1959]

PREMISES VACANT.

SHORTLY available for Rental on Lease GROUND FLOOR PREMISES at 16, DE VOEUX ROAD CENTRAL (adjoining the HONGKONG HOTEL), suitable for Departmental Stores. The Premises may be Let either as a Whole or in Three Sections. For particulars, please apply to THE HONGKONG & SHANGHAI HOTELS, LTD. (2nd floor), at Address given. [1991

PREMISES TO LET.

TO LET.—HOUSE in CANTON, SHAMEEN, British Concession, with Three 3-Roomed FLATS with Modern Sanitary Appliances, Offices and Spacious Godown. Early Possession.

Apply to—
A. P. VILLA & BROS., OF CANTON, INC.,
CANTON, SHAMEEN. [2027

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply—
SECRETARY,
A. S. WATSON & CO., LTD.

2032]

TO LET.

STORAGE SPACE on Marine Lots with Godowns and Chinese Houses TO LET.

W. S. BAILEY & CO., LTD.,
Kowloon Bay.

1799]

TO LET.

FROM JUNE 1ST, 1925, Two OFFICE ROOMS on 2ND FLOOR, NEW BANK BUILDING. Most suitable for Share or Exchange Brokers. Apply to SANG KEE, same Building. [1984

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PHEMIUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 27th March.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 2nd April, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th March, 1925. [2036

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes—XE, XL, XS, XYZ, YI, 39, 40, 880, 979, 1609, 1890.

ENGLISH LADY, leaving the Colony, wishes to recommend Capable BABY AMAH who speaks English and is Very Reliable. Reply—Box No. 32, c/o *Hongkong Daily Press*. [32

WEIHAIWEI.—TO LET: Newly Constructed BUNGALOW in a Splendid Position Close to the Sea. Furnished. Electric Light. For particulars, apply to H. L. BEEB, WEIHAIWEI. [31

INTIMATIONS

WATSON'S AERATED WATERS

ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED ABSOLUTELY PURE.

LEMONADE—Has the *real essence* obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE — THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristics timulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS—

A. S. WATSON & CO., LTD.,

Aerated Water Manufacturers.

ESTABLISHED 1841.

DEATH.

SMITH.—Suddenly, in London, on March 27th, G. MORTON SMITH. (By cable). [2047

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MARCH 31ST, 1925.

A BAD EXAMPLE.

IN spite of protests by Ministers at the instigation of their nationals and by Chambers of Commerce, taxes continue to be illegally imposed in China on several kinds of merchandise imported from abroad. Most of our readers know that the province of Kwangtung is a notorious offender in this respect, but we were rather startled to read recently that Canton when imposing a 20 per cent. surtax on cigarettes was "undoubtedly influenced by Hongkong's policy of high taxation." It not only struck us as odd to see Hongkong held up as the bad example, but the statement was arresting because we had formed the opinion that this surtax epidemic in China had been caused by quite another influence. While we are not disposed to dispute the statement that Canton was influenced by the Hongkong Government's taxation measures, it has to be noted that Hongkong is not the only neighbour of China affording an example in the matter of taxing cigarettes, nor is Kwangtung the only province—nor was it the first we believe—to resort to this illegal surtax. Whether the very high taxation on tobacco and cigarettes in Japan and her Dependencies, or the taxation imposed in Hongkong supplied the Chinese authorities with the incentive may be matter for argument, but undoubtedly this easy means of raising money has "caught on" among the militarists of China ever in need of funds either to carry on their insensate warfare or to cover the losses it entails. Attempts have been made to enforce a 20 per cent surtax on cigarettes in several provinces. At the moment such an effort is creating a good deal of trouble in the Metropolitan Province. The Chinese taxation authorities had the effrontery to attempt to enforce it even in the Foreign Settlements of Tientsin, and since that infringement of the Treaties was promptly stopped by the Consuls, the Mukden War Lord's subordinates, now dominating the province, appear to have been resorting to methods which are justly described as infamous, in their efforts to intimidate trusted employés of the foreign tobacco companies. Whatever may be the extent to which the taxation of tobacco and cigarettes influenced the authorities at Canton, it is highly probable that the Chinese militarists generally have been influenced by the matter more by the surtax on the Customs revenue to which the Foreign Powers consented a few years ago when appeal was made to their sympathy with human suffering. Refusal was difficult when millions of people were threatened with starvation and death in the Northern provinces of China in consequence of devasting floods on a very extensive scale. How often since then have we seen proposals for the reimposition of this surtax? It might well be that the militarists, who care little or nothing for any law but their own, instantly saw in this surtax idea an easy and attractive method of "raising the wind" in territorities where the Central Government is at present powerless to control their illegal actions.

ST. PAUL'S CATHEDRAL.

THE controversy over the safety or otherwise of the dome of St. Paul's Cathedral would seem, from the latest London papers to hand, to be entering on the stage of sheer absurdity. We had the alarmist report that the great Cathedral was in danger of falling down, and a panic appeal for funds to carry out necessary and very urgent repairs, with the result that about £300,000 has been rapidly subscribed. Then came another report from experts that there was no immediate danger, and thereafter the experts—all of them eminent men—have argued over the condition of the dome till the plain man is quite bewildered. Apparently the City Corporation are unmoved by the latest assurance of distinguished architects that there is nothing very wrong with the Cathedral at all. It will be recalled that it was one of the City officials who served a "dangerous building" notice on the Dean and Chapter of the Cathedral, this notice implying that if repairs were not done to the satisfaction of the City Corporation the Cathedral would be closed in the interests of public safety. Whether the City authorities are of one mind with their official in this matter is not known, and there is talk of a compromise of some kind as a solution of the present difficulty. But how there can be a compromise does not exactly strike one as evident; either St. Paul's Cathedral is in danger of collapse, as some eminent experts allege, or it is not in danger, as is alleged by others. Altogether the position is extremely unsatisfactory, and in some quarters the question is being asked what the Cathedral authorities intend to do with all the money they have got from the public as a result of the scare that was raised about the condition of the dome; but "the compromise solution," whatever it may be, will, we imagine, absorb a great deal of this money.

Mr. F. P. West has relieved Mr. J. Macdonald as agent of the Chartered Bank in Bangkok. Mr. Macdonald goes home on leave.

It has been reported to the police that a safe containing $225 has been taken away from No. 8, Shing Wo Road, near Wong Nei Chong Road.

An armed robbery was committed at No. 123, Praya East at 2.20 yesterday afternoon. The amount of property stolen has not been ascertained.

There will be a lecture on Submarines by Lieut.-Comdr. Crane at 5 p.m. at the Helena May Institute, at the children's hour on Friday, April 3rd.—ADVT.

The return of notifiable diseases in the Colony for the 24 hours ended on March 27th, shows 1 case each of smallpox, enteric fever, and cerebro-spinal fever, all Chinese.

The following message received from the master of the s.s. *Yalou* has been posted up in the Harbour Offices. "In roads:—" Junk capsized drifting Lat. 22.31 N., Long. 116.43.5E. Dangerous for navigation."

The first floor of No. 5, Lung On Street, was entered yesterday afternoon by three men, one of whom was armed with a revolver. An alarm was given and the three men decamped without having stolen anything.

A lecture (open to the public) is announced to be delivered to-morrow, in the Helena May Institute at 5 p.m. by Professor J. L. Shellshear, on "Professor Raymond Dart's discovery of the Alleged Missing Link"? The Vice-Chancellor will preside.

A sale of Crown land took place at P.W.D. headquarters yesterday, when one lot of Crown Land, near Kellet Bay with an area of 87, 350 sq. ft., the annual rental being $232, was sold at the upset price of $34,425 to Li Sing Kui, T. P. Woo, Chan Fu Cheung and C. O. Chan. The lease is for 75 years with the option of renewal.

In the Kuala Lumpur Assize Court, on March 23rd, before Mr. Justice Barrer Manby, Wung Sung, the woman charged with attempted murder in the recent bomb outrage at the Chinese Protectorate, pleaded guilty and was sentenced to ten years' rigorous imprisonment. Accused, asking for leniency, said she had a bad temper, but when asked to explain this statement she declined.

Jewellery valued at $1,500 was stolen from the residence of Mr. Justice Barrett-Lennard, 8, Goodwood Hill, Singapore, recently. The jewellery was placed by Mrs. Barrett-Lennard in an unlocked box in her room, and was missed on Sunday morning. It is thought possible that the theft may have been committed between six and nine o'clock the previous night, when the occupants of the house were away. Despite extensive enquiries by the police no arrests have yet been made.

A pretty wedding was celebrated on March 28th, at Kuala Lumpur (F.M.S.), between Dr. L. L. Yong, a graduate of medicine from the University of Hongkong, and Miss Y. C. Teh, only daughter of Mr. and Mrs. Teh Seow Teng, chief director of Messrs. Chow Kit & Co., Ltd., of Kuala Lumpur. A dinner reception was given at "Hazeldean," the bride's residence where more than 400 guests were entertained. The happy couple will spend their honeymoon in Singapore where Dr. Yong intends to pursue his profession.

OBITUARY.

MR. G. MORTON SMITH.

Many will regret to learn of the death of Mr. G. Morton Smith, of Messrs. Dodwell & Co., Ltd., which occurred in London on March 27th. The late Mr. Morton Smith was appointed to the firm's office in London in 1900, and in the following year came out to Hongkong. He remained in the Colony until 1923, when he was re-transferred to the London Office.

While he was in Hongkong he was in charge of the Shipping Department, and was regarded as one of the most able shipping men in the Far East. He was a prominent Freemason.

Mr. Morton Smith, who was 47 years old, leaves a widow and one daughter, both of whom are at Home.

MRS. EL ARCULLI.

The death occurred on Sunday morning of Mrs. el Arculli, the wife of Mr. A. el Arculli, solicitor, of No. 17, Queen's Road Central. Besides the husband there are four children left to mourn her loss.

The funeral took place on Sunday evening at the Mohammedan Cemetery, Happy Valley.

MORE TOURISTS.

"FRANCONIA" DUE HERE TO-DAY.

The s.s. *Franconia*, another of the round-the-world tourist vessels, is due to arrive in Hongkong to-day at daylight from Manila and will remain here until Saturday when she sails for Shanghai. This is the second of the *Franconia's* world tours, and incidentally she is the last of these tourists ships to touch the Colony this season.

The vessel is a 20,000 ton Cunard liner, and although she has accommodation for 2,000 passengers, the number aboard her for this trip is only 400, so that everything possible has been done to ensure both pleasure and comfort during the tour. She is commanded by Capt. G. W. Melsom, O.B.E., R.N.R. The liner is under charter to Messrs. Thos. Cook & Son, Ltd.

She left Liverpool on January 3rd, and sailed from New York on January 22nd. She is due back there on June 1st, by which time nearly 30,000 miles will have been covered, and 30 ports touched at, altogether.

WATER SUPPLY.

FULL SERVICE FOR KOWLOON.

Kowloon residents will be pleased to learn that from to-morrow the full water service will be resumed, after a month's restriction. The reservoirs are still far from full, but the recent heavy rains have augmented the supply. It is stated that in case of very dry weather in April it may be necessary to reintroduce restriction in May.

In Hongkong there is no change for the time being.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN PRESIDENCY.

HERR JARRES WILL PROBABLY MAINTAIN LEAD.

BERLIN, March 29th.

Glorious weather favoured the Presidential elections all over Germany. Many voters preferred to spend the day at the countryside, consequently the percentage of the electorate polling was considerably less than at the last Reichstag election.

No disturbances occurred anywhere.

The party organisers were busiest in Berlin, where some buildings were beflagged, the Republican colours seeming to predominate.

Crowds are gathering in the streets awaiting the results, which are not expected to be complete until to-morrow.

POLLING AS EXPECTED.

Voting has gone much as was expected, with an indication that Herr Jarres will finally head the poll, but not securing an absolute majority, for which a re-poll will be necessary on April 26th.

Of ten million votes counted up to midnight, the position of each candidate's poll was:—

Herr Jarres	4,000,000
Herr Braun	3,000,000
Dr. Marx	1,000,000
Herr Thaelman	1,000,000
Herr Hellpach	750,000
Herr Held	400,000
General Ludendorff	150,000

The ex-Kaiser secured four votes from the small village of Voburg.

It is noteworthy that the Republican group, consisting of Centrists, Democrats, and Socialists, are holding their own against the Right section.

LATEST CABLES.

SOME LATER FIGURES.

BERLIN, March 30th.

The latest approximate figures of votes registered are:—

Herr Jarres	11,000,000
Herr Braun	8,000,000
Herr Marx	4,000,000
Herr Taelmann	2,000,000
Herr Hellpach	1,500,000
Herr Held	1,000,000
General Ludendorff	250,000

STANDING OF PARTIES.

Roughly 7.3 millions, or 70 per cent. of the electorate voted. This is 3,000,000 less than at the parliamentary elections in December last.

The Social Democrats, the Reich *bloc* and the Centre party have held their ground; while the Bavarian Peoples' Party and the Democrats lost 400,000 votes.

The National Socialists lost 700,000 votes and the Communists 800,000.

CATHOLICS IN FRANCE.

GOVERNMENT DOES NOT INTEND PERSECUTION.

PARIS, March 30th.

In a speech at Lenan (?). M. Painlevé pointed out that the duty of the Republicans at the municipal elections was especially to safeguard the franc and guarantee the security of France.

In another passage, he emphasized that the Government has not any intention to persecute the Catholics.

M. Blum, the Socialist leader, said the Socialists will continue to support the Herriot Cabinet, even under circumstances which may prove most dangerous for them.—*Havas.*

EARLIER CABLES.

ACCIDENT AT SEA.

DUTCH STEAMER SUSTAINS BROKEN SHAFT.

PORT SUDAN, March 29th.

The Dutch steamer *Idomeneus*, bound from Batavia to Amsterdam, has sustained a broken propeller shaft northeastward of Port Sudan.

The British steamer *Perseus* has proceeded to her assistance.

DUTCH NAVAL CRUISE.

ARMOURED CRUISERS TO VISIT BALTIC WATERS.

THE HAGUE, March 29th.

The Government intends to send the armoured cruisers *Marten*, *Harpertz*, *Tromp* and *Jacob Heemskerck*, two torpedo-boats and two submarines on a cruise in the Baltic in the summer.

They will visit Copenhagen, Stockholm, Riga, Reval and Helsingfors.

Dutch seaplanes will also go to Copenhagen.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TO BOOST AVIATION.

FRENCH AIRMAN TO GIVE DEMONSTRATIONS IN EAST.

PARIS, March 30th.

Another step towards bringing the aeroplane into greater favour in the Far East, as a regular mode of transport, is being taken by the departure of the well-known airman M. J. F. La Porte (holder of the world's altitude record of 4,755 metres for seaplanes with a load of 500 kilogrammes) for China and Japan. He will give a number of demonstrations, especially with seaplanes, in both China and Japan.

MORO BANDS RESTIVE.

CONSTABULARY KEEPING CAREFUL WATCH ON MOVEMENTS.

MANILA, March 30th.

Several bands of Moros, in Lanao, are threatening insurrection.

The constabulary, who are keeping careful watch, have been instructed, under orders from Governor-General Wood, not to shoot to kill unless it becomes absolutely necessary.

H.M.S. "AMBROSE."

MANILA, March 30th.

H.M.S. *Ambrose* arrived here in company with submarine *L.2* to-day, from Singapore.

Three more submarines are expected to-morrow.

[FROM THE "DAILY BULLETIN."]

POLITICS IN JAPAN.

THREATENED CRISIS AVERTED ON SUFFRAGE ISSUE.

TOKYO, March 28th.

The compromise on the Suffrage Bill was not reached till midnight, thus averting the threatening political crisis, and the Bill is to be submitted to full sessions of both Houses to day, when it is expected to be approved.

According to the terms of the compromise, the Bill now excludes from the franchise the heads of peers' families, as well as those who "owing to poverty" are dependent upon public and private assistance for their means of livelihood (the clause on which centred most dispute); it deprives peers of the right to election to the Lower House, and it also extends the residential qualification from six months to a twelvemonth.

While the electorate under the original text was estimated at 14,000,000, the accepted amendments, it is believed in the absence of definite statistics, will reduce this number 1, two or three millions.

POLITICAL SITUATION IN CHINA.

[FROM THE "DAILY BULLETIN."]

SHANGHAI-NANKING RAILWAY.

BRITISH REPRESENTATION MADE TO PEKING GOVERNMENT.

PEKING, March 29th.

The Ministry of Communications announces that the British Legation recently made verbal representations as regards the Shanghai-Nanking Railway, hoping that the reported withdrawal of the troops did not mean the removal of the Company's property north of the river.

The British Legation also drew attention to the loss of revenue through the military activities, the detention of the rolling-stock, and to the consequent jeopardising of British interests.

The Ministry of Communications state that they communicated this to Lu Yung Hsiang and Chang Tsung Chang.

According to Chinese reports, the Fengtien authorities began evacuating their positions on the Shanghai-Nanking Railway on March 23rd, and the troops were transferred to Hsuchow.

The number of troops along the railway is now said to be reduced to 20,000.

MAH JONG AT LONDON TEASHOPS.

Mah Jong has been introduced into a number of Lyons's teashops. Complete sets with books of rules have been included in the recreative games with dominoes and draughts at several depots, at each of which the manageress has been instructed to report the customers' views regarding the popularity or otherwise of this innovation.

CHINA'S CHRISTIANS.

ORGANISED BOLSHEVIK ATTACK.

The Riga correspondent of the *Chicago Tribune*, wiring to his paper last month, said:

Insidious attempts to destroy and drive out Christian Churches from China are under way by agents of the Moscow Communist International. Scores of Chinese atheist Communist agitators, educated in the Soviet University of the Far East in Tashkent, are at work in China undermining the civilising influence of white missionaries. Plentifully supplied with funds by the Soviet Embassy in Peking, these agitators have succeeded in setting up atheist clubs in all important schools, colleges, and universities in China, whether established by English, American, German, or French Churches. The propaganda is directed against both the Protestant and the Catholic religions.

The Chinese Communist party, with money advanced by Moscow, has established a large printing concern in Peking, which is now turning out thousands of pamphlets attacking Christian missionaries in China. A special Chinese edition of "The Besboshnik" ("The Godless"), an atheist magazine, has a large circulation among the students in Christian schools.

The increasing success of this latest effort of the Soviet-Government to destroy the influence of the Christian Church in China is being commented upon in the Moscow papers. In last Sunday's Moscow *Isvestia* a long letter from Comrade Tretykoff is published. Tretykoff, a delegate of the Third International, writes from the Soviet Embassy in Peking:

The anti-Christian movement in China has been united with the Chinese national movement whose aim is to expel all capitalist exploiters from the country. The Chinese have come to realise that the Christian Church in China has a Bible in one hand and a rifle in the other. Among the Chinese students hatred is developing against the foreign Imperialist invaders. They now see that the Christian missionaries want to turn the Chinese into a nation of slaves.

Comrade Tretykoff reports some of the recent successes of this anti-Christian propaganda.

In Nanking the students have destroyed all religious books in the college library. In Canton during the Christmas holidays the Communist and atheist students joined in holding anti-Christian carnivals and atheistic meetings, which resulted in riots in which many Christian students were beaten. In Chang-Chow the students held a mass meeting and demanded that Bible study should not be made an obligatory course. From every city in China which has Christian educational institutions we are receiving reports of similar events. Mass meetings are being held everywhere protesting against the continuance of religious studies. The students are also protesting against being obliged to attend chapel every morning.

Tretykoff's letter carefully avoids mentioning that the Soviet Embassy is responsible for the above events, but other Bolshevik publications are more frank. These reveal that the Soviet Embassy at Peking, under the pretence of disseminating information concerning Russia, is distributing tons of propaganda in China. And, true to the tactics of Moscow, this propaganda contains little of Communistic doctrines, but much about how the invading white race has despoiled China of her riches and enslaved the nation. The Chinese are being urged to expel all white people from China. Russia is held up as China's only true friend. Russia, according to Commissar Karakhan, Soviet Ambassador in Peking, will help the Chinese nation to form a Government when the time comes.

Much of the Bolshevik propaganda in China attacks England, accusing her of nourishing and expanding the opium traffic. The Soviet Government is making good use of the failure of the Conference at Geneva, which, it claims, supports its contention that England aims to make the Chinese a nation of drug addicts.

FUTURE OF INDIAN ARMY.

STATEMENT BY COMMANDER-IN-CHIEF.

The late Commander-in-Chief, Lord Rawlinson (whose death occurred on March 27th), in reply to the debate in the Assembly at Delhi on March 5th on the Indian Army Budget, said regarding the plea for rapid Indianisation of the Forces that it was no simple matter to form a National Army in India because India was not a nation, and because there were so many castes and creeds in the country. Opinion was divided whether they could do without British Officers. His own view was that they would be unable to do without British Officers for very many years. Indian candidates for King's Commissions must be trained exactly on similar lines to *British Officers, and nothing less* efficient would do. He had found that service in a unit now being Indianised was unpopular with Indian candidates from Sandhurst and he was not altogether surprised that they preferred serving in units where they were associated with British Officers.

The matter, he added, was so complicated by racial and religious influences, and so intimately concerned with the future political development of India, that it would be dangerous in the highest degree to risk the consequences of a false step. If Indian politicians would only regard the matter from a wider aspect and get away from *racial* competition, they would be more likely to win the confidence of those responsible for the scheme of Indianisation.

SAILOR SET FREE

AN ESCAPADE AT SINGAPORE.

The case of Hubert McDonough, a seaman from H.M.S. *Ambrose*, who on March 19th was sentenced by Captain Jones, in the Third Police Court, Singapore, to three months' rigorous imprisonment on a charge of stealing a bag containing instruments and medicines belonging to Dr. Weerakoon, came before the Chief Justice, Sir Walter Shaw, in the Singapore Supreme Court on March 23rd, when a revision of the sentence was made.

In the Police Court the prosecution alleged that the accused took the bag from the doctor's car while it was stationary in Robinson Road and that at the Union Jack Club he threw over thirty bottles of medicine on to the floor. One witness stated that the sailor was not drunk, whilst another contended that he was. The accused himself said that on the night in question he had been drinking in a bar in Robinson Road, and he did not remember anything more until he got to the Union Jack Club.

McDonough was brought to the Supreme Court under escort and occupied a chair near the dock.

A DRUNKEN AFFRAY.

The Chief Justice said that it had occurred to him that the sentence was very excessive. He had read the evidence and it was quite clear to his mind that the man was drunk. It was really a drunken affray rather than a crime in the ordinary nature of the word, and three months' rigorous imprisonment was more than the case required. The accused did a considerable amount of damage to the medicine of the doctor, he believed.

The D.P.P., Mr. N. H. P. Whitley, said that from his enquiries a sum of $50 would cover the damage. In reply to the Chief Justice, he stated that the accused had been in prison for four days.

Mr. Whitley stated that he entirely agreed with what the Chief Justice had said. He had seen the investigation papers and he was quite satisfied that it was a drunken escapade rather than a criminal attempt to steal.

Mr. Whitley stated that arrangements could be made, if His Lordship agreed, for a sum of $50 to be paid as a fine or as compensation. This sum could be handed into court before the ship left next day. A naval escort was present, Mr. Whitley stated.

The Chief Justice said he thought that justice would be met if he reduced the sentence from three months' rigorous imprisonment to four days' rigorous imprisonment and ordered the payment of $50 as compensation. In default of payment accused would have to undergo a further fourteen days' rigorous imprisonment. If the $50 was paid that day the man would be released at once.

The fine was paid and McDonough was handed over to a naval escort.

BRITISH GRADUATES FOR U.S.

20 FELLOWSHIPS A YEAR OFFERED.

Mr. Edward S. Harkness, president of the Commonwealth Fund of the United States, has sent the following letter from New York to the Prince of Wales:—

Sir,—In the hopes of advancing international understanding and of promoting unity in thought and purpose between the two great English-speaking nations of the world, the Commonwealth Fund offers to establish annually 20 fellowships, each for two years, at American Universities for British graduate students.

As you, sir, are deeply interested in the larger purpose and as this particular fellowship plan was immediately furthered by your recent visit to the United States the directors of the Commonwealth Fund express the hope that your Royal Highness will consent to act as honorary chairman of the British Committee of Award.

The Prince of Wales replied:

Dear Mr. Harkness,—The generous offer of the Commonwealth Fund will be very deeply appreciated in this country. It cannot fail to do much to promote the realisation of the ideals which you and your fellow-directors have at heart.

Sharing these ideals as I do, I shall be very pleased to act as honorary chairman of the British Committee of Award, and I am grateful to the Commonwealth Fund for giving me this opportunity of associating myself with so fine a scheme.

A CELEBRATED GAMBLER.

DEATH OF MR. T. W. LAWSON.

The death was announced in Boston a month ago of Mr. Thomas W. Lawson, the financier, sportsman, and author, one of the most celebrated gamblers in Wall Street. He was 68.

Mr. Lawson's career was highly picturesque. He started as an office boy in a stockbroker's house, and at the age of 17 he made £12,000 on railway stocks. He promptly lost all except £40, which he spent on a dinner party. He made his greatest fortune in the copper market. His eccentricities were famous. Once he visited a florist's shop and asked the price of a carnation. "£6,000," replied the florist. "I'll take it," said Mr. Lawson, paying the price. "I got at least a million dollars' worth of advertising out of that fool transaction," he said some time afterwards.

He built Dreamwold, a vast estate in Massachusetts on a stone hill, for £400,000. A yacht, which he had constructed for £50,000 to compete in the Atlantic Cup race, he scrapped in a fit of temper.

His superstition was the figure 3. He took an office in 33, State Street, obtained 333 as a telephone number, and always bought stocks in multiples of 3.

After the publication of his book, "Frenzied Finance," his fortune of £10,000,000 dwindled to £10,000. Dreamwold had to be sold, and he sold a motor-car for 500 cigars.

OUR LONDON LETTER.

BRITISH TRADE UNIONS AND THE MAN WITH THE FOE.

THE TYRANNY OF POLITICAL WIREPULLERS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, February 17th.

CHINA FAVOURING WOOL.

A report to hand from the woollen centre in Yorkshire tells me that manufacturers there are noting with pleasure the increased demand for woollen goods in several markets abroad. One of the places specially mentioned in this connection is China; and this tendency which has occasioned remark in Leeds and elsewhere in the North is confirmed by a statement I received a few days ago at the Federation of British Industries.

According to an expert observer at the Federation, judging by the trend of imports of wool clothing to China it will not be long until the trade from England will be of considerable importance. Ten years ago cotton clothing was generally used in China, but since then the Customs statistics show that imports of cotton goods have been steadily declining while woollen shipments have been going up. During 1924 woollen shipments to China were four times those of 1920 both in value and quantity, and more than two-thirds came from this country. It is reported that during the three months ending September, 1924, China purchased 12,000,000 square yards of woollen cloth; and indeed it is owing to these increased orders from your side that Yorkshire mills are working full time, increased orders from other countries, such as Germany and France, having only a minor effect.

Some observers here looking at the course of trade are curious to know whether this change from cotton to wool means a permanent change in the life of China and to what the causes may be attributed—social, economic, or climatic. But whatever be the real reason manufacturers in the North of England have every cause for satisfaction.

A CHANCE DISCOVERY.

I heard a story the other day which will be of interest to stamp collectors. A professional man was turning out some of his old correspondence, and included in this was a pile of letters dating back to the fifties when his firm was carrying out certain legal work for people in Australia. This was, of course, in the days long before the Federal Government of Australia was as much as thought of; and as the envelopes containing the correspondence had been preserved the gentleman in question thought it might be as well to ask a friend who was an expert philatelist whether the stamps on the said envelopes were of any value.

The expert discovered after a slight examination that the stamps on the envelopes included some of rare issues, and on a very conservative estimate they were worth at least £500. I believe this story may be of use to some readers who happen to possess old colonial or other stamps for these are often extremely valuable. In the offices of long-established firms, especially banks, or large mercantile houses, it is conceivable that there are veritable hoards of wealth in the shape of rare stamps. A few specimens like the famous "Red British Guinea," for instance, are practically priceless, while others, like the Blue Post Office Mauritius, are worth thousands of pounds.

LABOURERS' UNIONS AND THE WORKERS.

It was all to the credit of the present Government that one of the first things it proposed on its return to power was to tackle the problems of agriculture. The farmers and their woes like the poor mentioned in Holy Writ are always with us. The Farmers' Union are constantly pleading for some form of assistance from the State to keep the agricultural industry on its feet. On the whole the general public are sympathetic towards the farmers, chiefly because it is recognised that in farming in this country, in addition to the usual risks of a business enterprise, there is in connection with the cultivation of the land the uncertainty of the weather. An unfavourable season—and the English climate is proverbially fickle—may in the course of a week or two spoil the most bountiful crops, and convert what looked like a handsome profit into a loss.

Successive Governments have attempted to do something for farmers. The Coalition actually arranged to pay a minimum price for wheat in order to encourage home production, and enable John Barleycorn to face the competition of imported cereals. But that Act was repealed within six months. The Labour Government proposed subsidies for sugar beet to encourage the English growers to produce a crop that could be used to upset the schemes of sugar interests abroad who have things practically all their own way. But sugar beet makes only a limited appeal to the farming industry, and only a limited acreage is ever likely to be sown. What the farmers want is a measure of Protection in the full sense of the word, but they don't want it if it is accompanied by any sort of Government control of their business, and this is just the point at which the *Farmers' Union* on the one side and the Government on the other are compelled to part company.

AGRICULTURAL CONFERENCE.

It stands to reason that if farmers were to get a guaranteed price for corn from the Government the latter would expect to have some voice in the way farmers conducted their business. They would say so much land must be cultivated under cereals, and the work must be done in a reasonably proper manner. It means official interference of a kind, and this the men of the soil will not endure. In the circumstances when Mr. Baldwin came in at the head of a tremendous Conservative majority he decided that it was appropriate to inquire into agricultural conditions, and, if possible, do the rural constituencies a good turn. They had stood by his party during the General Election.

Thus we had as a preliminary a proposal to hold an Agricultural Conference to go fully into the many complex questions affecting the whole farming industry. The Conference was to consist of representatives of the landed interests, the owners of England's broad acres, representatives of the farmers appointed by the Farmers' Union, and representatives of the workers, chosen from the Labourers' Unions. At first the Farmers' Union refused to take part unless the Government—tabled a set of proposals which, in effect, would have bound them beforehand to Protection. The idea was promptly rejected by the Government, and, eventually the farmers agreed to come into the discussion. But now we have the Labourers' Unions also declining to take part on the specious pretext that Labour would not get a square deal.

POLITICS AND BUSINESS.

We see in the refusal of the Labourers' Union to take part in an inquiry frankly designed to get at the facts of the agricultural position as a preliminary step towards benefiting the whole industry a good illustration of the difficulties that arise when politics touch business. The leaders of the Union are afraid that even in a small degree they might be committed to support proposals that would tie the Labour Party on some wide question of policy later on. In other words the Union will let the farm labourers continue as the worst paid workers in the land, and do nothing whatever to help to improve the conditions of this class of the community, rather than concede a single jot or tittle in the wide field of politics to employers or capitalists, to farmers as employers, or landlords as the owners of the soil.

At the moment it is in doubt whether the Agricultural Conference will now be held. It all depends what view the Government may take of the prospect of discovering how the agricultural industry can be placed upon a more stable basis. The owners of land, the farmers who cultivate the land, and the labourers whose work is essential to good cultivation are closely and deeply concerned, and the problem is how to improve the industry as a whole without injury to the interests of one or other of the three classes in question. The most satisfactory course would be for the Government to push on with the inquiry, themselves nominating representatives of the farm workers outside the Union, and an argument in favour of this is that only one labourer in six is a Trade Unionist.

THE BANE OF TRADE UNIONISM.

I have dealt rather fully with the attitude of the Agricultural Labourers' Union towards the proposed Conference because it is a subject much under discussion at the present time, and also because it shows how completely the Trade Unions subordinate those questions relating to work and wages, for which as Trade Unions they exist, to political ends. The same kind of thing is perpetually cropping up in almost every department of industrial activity. A great deal of political intrigue is being carried on at present in connection with coal mining. It is on the cards that another national strike in the coalfields will be engineered this year. The ostensible reason is that miners are underpaid, but the real reason is that the wire-pullers in the Labour Party are still after the nationalisation of mines. This is the pet scheme of the Socialists.

If the Socialists could only delude the country into adopting the nationalisation of the coalfields they would have in their hands a political weapon that would be used remorselessly for the war on private capital. Whenever it was desired to wring a new concession out of the Government of the day, all that could be necessary would be to call out the miners and hold up industry all over the country; as servants of the State the miners would be in a privileged position, and no Government—least of all a Labour Government—could afford to remain indifferent to what they might say, or threaten, or perform. The battle of nationalisation will have to be fought out to a finish before long, and I learn that it will be sought to bring in the railwaymen as parties to the struggle.

"FLU."

At the time of mailing, London is suffering from a rather bad visitation of influenza. The malady is also prevalent in the country. Fortunately reports agree in the main in describing the present epidemic as of a mild form. Teachers in the schools under the London County Council are absent in such large numbers that it is with the utmost difficulty classes are kept going. The recurrence of the "flu" every year about this time makes one regard it as an annual evil that must be endured; it can scarcely be avoided since according to the Harley Street specialists, who are writing to the papers with good advice on the subject of prevention, the only way to escape is to keep clear of crowded places. This, of course, is a counsel of perfection to John Citizen straphanging in a densely packed Tube carriage as he pursues day by day the elusive shilling.

There is, however, a saner way of looking at illness due to the "flu" now compared with a few years ago. The hero who declared he was not going to give in, but would keep at work, is at a discount. It is agreed that when the influenza fiend lays his clammy hand on your shoulder the sensible thing is to go into bed and stay there till you are cured. To go about while suffering from an attack is to spread infection broadcast, and in that case the would-be hero is a positive danger who deserves to be suppressed. This is what the best medical opinion says, in effect, and it sounds right.—H.B.

Lots of people say that optimists are steering straight for the poorhouse; perhaps you will find in the poorhouse a certain number of optimists, but I am certain you will find a far greater number of pessimists than optimists in a lunatic asylum.—*Sir William Peterson.*

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MEN'S FASHION CHANGES.

EASIER AND LONGER JACKETS.

THE DOUBLE-BREASTED WAISTCOATS.

A fashion writer in a London paper says:

It is true that there is very little fashion in men's clothes, yet each season there are certain little alterations to style—maybe a change in the lapel, the width of the trousers, or the length of the coat.

This season it is certain that the accentuated waistline will disappear. Jackets and coats will be easier.

Where double-breasted jackets are concerned, the tendency is for the flap to extend further to the right-hand side than hitherto; indeed, the edge of the coat will very nearly touch the jetted skirt pocket. This breadth to the front will necessitate the two rows of three buttons being placed farther apart, and will also add width to the already wide lapel. This last is noticeable on the single-breasted jacket.

There is an effort to revive the plain single-breasted kind of lapel, but in order to be more up to date it will be broader than anything our grandfathers wore. I think the single-breasted kind is best on a tweed jacket, and that the double-breasted lapel gives style to the jacket made from a dressy material, such as serge, cashmere, or worsted.

3-BUTTONS JACKETS.

The single-breasted lounge jacket will have three buttons on the front. Both styles of lounge jacket, the single and the double-breasted, are being worn longer, just as the waistcoat is getting shorter.

The newest single-breasted kind, for wear with the double-breasted jacket is cut with a very narrow opening, narrow and long, while the points at the waist are short and set close together. The double-breasted waistcoat, which will be so much worn with the single-breasted jacket, will have a straight line at the waist and lapels considerably broader than any that have so far adorned this garment.

Light-coloured waistcoats are being promised a revival; already I see many creams, biscuits, and soft powder-blues being worn with navy, brown, and dark single-breasted lounge suits. These coloured waistcoats will always be made in the double-breasted style.

Trousers are still wide—generously wide for the taller man—but otherwise there is no change. Those made in tweeds and loud-patterned materials should carry a permanent turn-up, but in the more dressy cloths they should be quite plain over the boot.

WOMEN AND THE FRANCHISE.

LIVELY DEBATE IN COMMONS.

Women provided the liveliest passages in the franchise debate in the House of Commons, on the 20th ult., and kept the Chamber in roars of laughter.

Lady Astor said that she deplored the action of the Ministry in "butting in" on a private Bill. It was not usual, and it put many supporters of the Government in a difficult position. The women felt that they had been let down by all parties.

Miss Wilkinson said that it was the old cry that if young women were enfranchised they would vote for the best-looking candidates, but on scrutinising the benches she could not see any need for anxiety on that score.

A Labourite interjected: "A good many must have worn masks."

Mr. Ramsay MacDonald said that the most pathetic figure in the House was Lady Astor, marooned on a small rock and surrounded by a sea of deadheads.

Mr. Baldwin (the Prime Minister) said that he could not think of accepting a private Bill on a subject on which the Government intended to legislate.

INFANT PRODIGY.

MUSICAL COMPOSER AT 3 YEARS OF AGE.

An Hungarian pianist, Erwin Nyiregyhazi, now aged 25, caused much curiosity in London just before the war by his precociousness as composer and pianist. This was as striking as in the boy Mozart. He played before the King and Queen and at 10, Downing-street.

He sang at the age of one, composed at 3½, and at 10 was an astute critic (talking, as people say, "like a little old man"), and a highly accomplished pianist and improviser. From 6 to 12 he came under the observation of a psychologist, Professor G. Révész, who has written about him. "The Psychology of a Musical Prodigy" (Kegan, Paul, 10s. 6d.) It contains a number of the boy's compositions, which may be said to be as promising as those of Mozart at the same age.

As an example of his sense of pitch, he could immediately analyse such a chord, played at a piano out of his sight, as (reading from bass upwards) C sharp, A D, F sharp, F natural, G. But in all ways he was an astonishing child. The professor treated him as a "case," and lost sight of him at 12. At present he has a certain reputation as a pianist in America, where he lives, but is not yet another Mozart.

£11,390 HIDDEN IN A WALL.

BANKRUPT WOMAN'S HOARD.

When an elderly woman, and her brother appeared at the Dublin Bankruptcy Court recently, after being committed to prison for a fortnight for refusing to give information as to the woman's assets, the man offered to reveal where their money was hidden.

Accompanied by an official, the man went to a house, and, knocking two bricks out of a wall, revealed a cashbox containing £11,390 in notes.

The money was brought to court and handed to the Official Receiver, and both were then liberated from custody.

TESTS OF A BOSTON MEDIUM.

FAILURE TO CONVINCE INVESTIGATORS.

The *Scientific American's* committee which has for more than a year been investigating the claims of the Boston medium "Margery" to a reward of $2,500 (£500) for producing supernatural phenomena has rendered a verdict against her.

"Margery," whose real name is Mrs. Leroy Crandon, is the wife of a Boston physician of standing, has never sought to exhibit her psychic powers for hire, and has never associated with magicians, jugglers, and similar mystifiers, hence the five investigators had an initial presumption in her favour. She gave scores of sittings and greatly puzzled the investigators by her ability to produce remarkable effects as long as she controlled the situations. The investigators state, however, that in proportion as they laid down conditions hindering legerdemain the "phenomena" grew fainter and fainter.

Two of the investigators, Dr. W. F. Prince and Dr. William McDougall, stated: "We have observed phenomena the method of the production of which we cannot claim always to have discovered, but we have observed none of which we can assert that it could not have been produced by normal means, although we have sought such phenomena patiently with open minds." Four of the investigators concurred in this unfavourable verdict, and the fifth considered "Margery's" claim to be genuine.

In announcing the verdict, the *Scientific American's* publisher declares that the case has ended.

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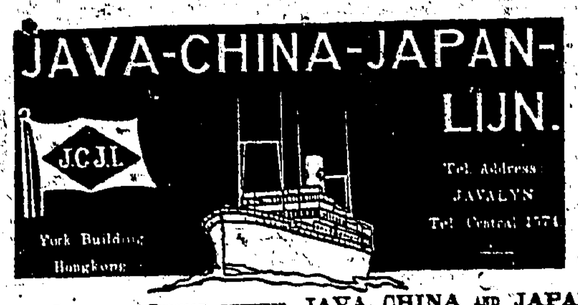

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GALLIPOLI CAMPAIGN.

NEW EVIDENCE OF THE SUVLA BAY FAILURE.

Over nine years have passed since the end of the Gallipoli campaign, yet there is still dispute as to many of the actual moves made by units in certain of the more important actions, says *The Times*.

This obscurity was in the main due to the nature of the country and to the relative inadequacy of the maps in use. The terrain was broken by ravines and gullies running in every direction, and points which were landmarks from a distance could not readily be identified at closer range. It was therefore possible for detachments isolated in action to fight for hours without being quite certain as to their actual position. This was particularly the case in the Suvla area immediately after the landing on August 6th-7th, 1915, and there is still much to be explained in regard to the details of the ensuing operations. The Turks were taken by surprise, and had made little preparation for defence over much of the territory threatened by the British attacking force. The result of the operations is known to the world, but there has always been much doubt as to the margin between the actual failure and possible success.

THE KEY TO THE POSITION.

General Sir Ian Hamilton, the G.O.C., Mediterranean Expeditionary Force, has always held that the key to the position was Tekke Tepe, a hill about 800 feet in height, in the centre of a series of ridges disposed roughly in the shape of a horseshoe and enclosing Suvla Bay. He believed that during the operation British troops had actually reached the summit of the hill on August 9th, and that, had proper support been given, victory was in sight, but, until 1923, he had no definite evidence in confirmation of this belief. In October, 1923, he received a letter from Mr. John Still, a tea planter in Ceylon, who had been adjutant of the 6th Battalion, East Yorkshire Regiment, a unit of the 32nd Brigade, during the Suvla operation, giving details of his own experiences on Tekke Tepe.

Mr. Still said that his battalion had held a position on Scimitar Hill (about 3,000 yards to the south-west of Tekke Tepe) throughout August 8th, that on its left there was only a weak half company of the West Yorkshire Regiment, and that, on the immediate right, a sergeant and two men of another regiment provided the only support. Sir Ian's order for the 32nd Brigade to attack Tekke Tepe never reached the troops on Scimitar Hill, although they were in constant communication with Brigade Headquarters, but during the day an officer and signaller of the East Yorks reconnoitred Tekke Tepe and found it to be unoccupied. Sir Ian's order, according to Mr. Still, reached the 6th Battalion, East Yorks, alone and at dawn on August 9th, many hours after its issue and after the battalion had retired from Scimitar Hill—a retirement ordered because the brigade had been unable to provide support and not because of Sir Ian's Tekke Tepe instructions. On receipt of the order, Colonel Moore, commanding the East Yorks, with Mr. Still and the remnants of D Company, accompanied by Major Brunner, R.E., set out for Tekke Tepe, and 30 reached the summit. They were cut off by the advancing Turks, and the survivors, five in number, including Mr. Still, were captured. He believed that if the orders to advance had been transmitted to the entire brigade and in time, victory would have attended the British efforts.

Mr. Still wrote again to Sir Ian Hamilton early last month enclosing a copy of a letter he had recently received from Mr. J. T. Underhill, now living in Vancouver, B.C., who was formerly an officer in the East Yorkshire Regiment and was one of the patrol which reconnoitred Tekke Tepe on August 8th. In his covering letter Mr. Still says:—

. . . I claimed to be, in all probability, the only man left who could satisfy history that Tekke Tepe was explored on August 8th, 1915, and found empty. I thought everybody else was dead. My letter was reprinted in every part of the Empire, and brought me, and you, a very great many letters which confirmed various small points; but as to the main contentions I had to stand alone, and did so. But there was all the time a man alive who could support me absolutely; and at last my letter has reached him, and he has written to me in full:

"It had escaped my memory that the hill was reconnoitred by two officers, for I only remembered one, and he was killed the next day. But there were two, and the survivor has sent me his account. . . . What appears to me particularly valuable in this letter is the fact that it contradicts me on a few minor matters, this renders collusion the more unlikely, and though I know you would never think it of me, yet Gallipoli is still a battle ground, and others might. I remember Underhill very well now as a most capable officer.

MR. UNDERHILL'S LETTER.

Mr. Underhill's letter, sent to Sir Ian Hamilton by Mr. Still, is as follows:—

Underhill and Underhill,
Room 1, William Building,
513, Granville-street,
Vancouver, B.C.,
December 1st, 1924.

JOHN STILL, Esq.,
Kandy, Ceylon.

DEAR SIR,—A friend of mine has just sent me a clipping from *The Times*, which is a letter of yours dealing with the movements of our old Battalion after landing at Suvla Bay. I am very glad to see that it has been made public, as it bears out a written report I gave to Major Cooper (Second in Command) of our doings and positions, particularly on August 8th. Major Cooper asked me for it at the time of the inquiry into the failure at Suvla Bay, as our Divisional Commander, General Hammersley, was one of those sent home.

Being a qualified land surveyor, and experienced in the use and construction of maps, and the knowledge of country, I was well able to keep notes of our positions and was the officer mentioned in your letter who took the patrol up Tekke Tepe. In fact I still have your signal corporal's field glasses which I took from him while on the hill, my own being smashed by a rifle bullet whilst using them on this patrol. My report disagrees with your letter in a few minor details—for instance, while on Scimitar Hill the 9th West Yorks were on our left, as I was actually speaking with their officers on their own right flank, but they were withdrawn before us, God knows why. Again, while you say Tekke Tepe was not occupied, it was held very lightly by patrols. We ran into two of them before reaching the top; out of one we bagged two Turks, the other escaped us. There were also three short lengths of partially dug trenches unoccupied while we were there, but showing signs of most recent occupation. Further, you say that the Turks came in behind D Company and the rest of the battalion fought in the trench. This is not quite right. We had advanced fully 1,500 yards (and I was with the rear company, "B") before we encountered the Turks. When we did, it was a "free for all" bayonet affair, with the Turks outnumbering us about three to one. I saw nothing of the West Yorks, as you mention, but the West Ridings, who were to have supported the Brigade's attack were present.

However, my report and your letter agree in the great fundamental point, that is, that Tekke Tepe should have been taken on the evening of August 8th. That this could and would have been done had there not been a lamentable failure of the Staff I think goes unquestioned by those of us who had an accurate knowledge of the conditions; it was the loss of the Gallipoli Campaign.

I am even of the opinion that, had the Staff work not been so rotten, and had the attack in the early morning of August 9th been by three battalions instead of us alone, it might have been successful. If you remember, the attack was to have been a brigade affair, three battalions in attack with one in support. The supports (the West Ridings) were there, but where the other two battalions were God alone knows.

I think all of K.'s Army who took part in this landing and the following few days felt it intensely that they were blamed by the Staff for the failure on the grounds of being green troops. Compared with later experiences in France, the 11th and 10th Divisions fought as well as any troops ever did be they Regulars or otherwise, and I am sure that those of us who had the honour to belong to either 11th or 10th Divisions feel grateful to you for coming out plainly and placing the blame where it so justly belongs.—Yours very truly,

JAMES T. UNDERHILL.

EMPIRE WIRELESS CHAIN.

EARLY COMPLETION EXPECTED.

The annual report of Marconi's Wireless Telegraph Company, Ltd., states that the directors are confident that the future development of long-distance wireless telegraphy will be mainly along the lines of Senator Marconi's directional short-wave system. They inform the shareholders that agreements have been arrived at with the British Government and with the Governments of India, Australia, Canada, and South Africa for the installation and operation of the "beam" system of wireless telegraphy. The scheme of an Empire chain of wireless stations is now within sight of early completion. In addition to the programme of Empire stations, the company has applied to the Post Office for a general licence to erect and work stations in Great Britain for communication with the Continent and foreign countries outside Europe. Terms are now being discussed with the Post Office.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.			
BANGKOK via SWATOW	"HOPSANG"	Tuesday,	31st Mar., 10 a.m.
TIENTSIN	"CHIFSHING"	Tuesday,	31st Mar., Noon.
STRAITS & CALCUTTA	"KUMSANG"	Tuesday,	31st Mar., 8 p.m.
TIENTSIN via SWATOW & SHANGHAI	"TINGSANG"	Friday,	3rd Apr., 7 a.m.
SANDAKAN	"MAUSANG"	Saturday,	4th Apr., Noon.
MANILA	"YUENSANG"	Saturday,	4th Apr., 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Sunday,	5th Apr., 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday,	5th Apr., 10 a.m.
SHANGHAI via SWATOW	"YATSHING"	Tuesday,	7th Apr., 7 a.m.
BANGKOK via SWATOW	"HANGSANG"	Tuesday,	7th Apr., 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Wednesday,	8th Apr., 7 a.m.
KOBE via AMOY & SHANGHAI	"HOSANG"	Thursday,	9th Apr., 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Thursday,	9th Apr., 3 p.m.
SHANGHAI	"TAKSANG"	Friday,	10th Apr., 7 a.m.
TIENTSIN	"CHEONGSHING"	Saturday,	11th Apr., Noon.
HAIPHONG via HOIHOW	"LEESANG"	Sunday,	12th Apr., 10 a.m.
KOBE via MOJI	"FOOKSANG"	Monday,	13th Apr., 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Thursday,	16th Apr., 3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

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SHANGHAI—HONGKONG LINE ... ...EVERY THREE DAYS
HONGKONG—MANILA LINE ... ...EVERY SATURDAY FROM BOTH PORTS
HONGKONG—HAIPHONG LINE ... ...EVERY SUNDAY FROM BOTH PORTS
HONGKONG—BORNEO LINE ... ...EVERY FORTNIGHT
HONGKONG—TIENSIN LINE ... ...EVERY FORTNIGHT
HONGKONG—BANGKOK LINE ... ...EVERY WEEK

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OUTWARDS. Vessel.	Due Hongkong
"GLENSHANE"	11th Apr.
"GLENAPP"	14th Apr.
"CARMARTHENSHIRE"	30th Apr.
"CARNARVONSHIRE" ...	14th May
"GLENTARA	3rd June

HOMEWARDS. Vessel.	Leave H'kong.	Discharges
"GLENIFFER"		6th Apr. London, Rotterdam & Hamburg via Oran
"GLENOGLE"		16th Apr. London, Rotterdam & Hamburg.
"GLENGARRY"		4th May London, Rotterdam and Hamburg

Movements are subject to change without notice

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will be loading for MARSEILLES, BARCELONA, VALENCIA, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

About 28th March, 1925.

	Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S.	"Asia" ...	—	25th April
M/S.	"Java" ...	7th April	20th May
M/S.	"Afrika"	10th May	—
M/S.	"Peru"	15th June	—

Subject to change without notice.

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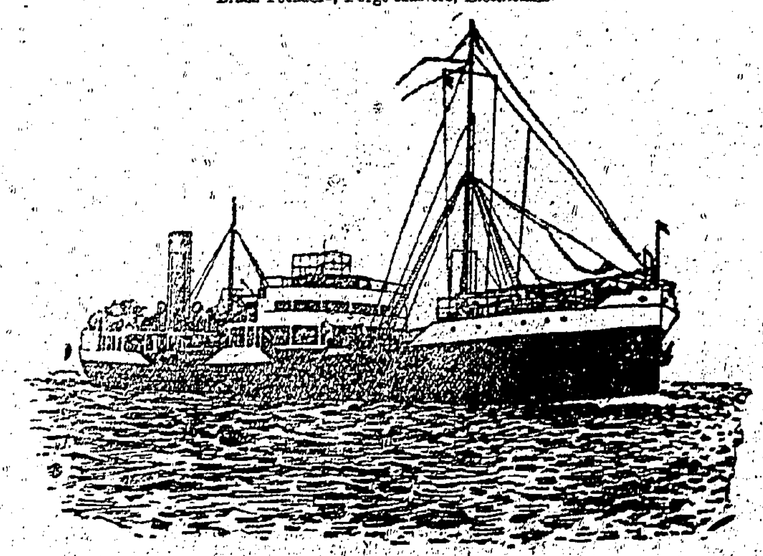

OIL TANK STEAMER "PALUDINA"

427' 0" × 53' 1" × 31' 0" 8,400 tons d.w. × 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

March 29th.

Chipshing, British str., from Canton, lying at buoy No. C33.

Hector, British str., 6,840 tons, Capt. W. A. Dawson, from Liverpool and Singapore. She left Liverpool on February 28th, with a general cargo, lying at Holt's wharf. B. & S.

Hermelin, Norwegian str., 1,161 tons, Capt. O. S. Olsen, from Bangkok, with a general cargo, lying at buoy No. C41.—Thoresen & Co.

Taishun, Chinese str., from Canton, lying at C.M.S.N. wharf.

Toyo Maru, Japanese str., from Canton, lying at buoy No. C14.

Wahsban, Chilean str., 233 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at buoy No. C45. Sui Lee S.S. Co.

March 30th.

Arafuso, British str., 2,597 tons, Capt. A. S. Gordon, from Moji, which port she left on March 25th, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.

City of Pekin, British str., 4,426 tons, Capt. A. Spraule, from Shanghai, which port she left on March 27th, with a general cargo, lying at buoy No. A26.—Bank Line.

Glengarry, British str., 4,853 tons, Capt. Geo. Roger, from London and Singapore. The latter port she left on March 24th, with a general cargo, lying at Kowloon wharf. Jardine, Matheson & Co.

Korea Maru, Japanese str., 6,084 tons, Capt. M. Jin, from Moji, which port she left on March 25th, with a general cargo, lying at buoy No. A1. T.K.K.

Matsuye Maru, Japanese str., 1,257 tons, Capt. K. Kurihara, from Antwerp *via* Singapore. The latter port she left on March 24th with a general cargo, lying at Kowloon wharf.—N.Y.K.

Paul Lecat, French str., 7,506 tons, Capt. Rosseel, from Marseilles and Saigon. The latter port she left on March 20th, with a general cargo, lying at buoy No. A6.—M.M.

Sylvan Arrow, American str., 4,365 tons, Capt. F. Sandberg, from Calcutta, lying at Laichikok.—Standard Oil Co.

Tokei Maru, Japanese str., 1,412 tons, Capt. T. Norito, from Saigon, with a cargo of rice, lying at buoy No. C10.—Y. Sato Co.

Vulcanus, Dutch str., 307 tons, Capt. H. J. Caerson, from Foochow, lying at A.P.C. wharf. Asiatic Petroleum Co.

CLEARANCES.

March 30th.

Autolycus, for Singapore.
City of Pekin, for Kobe-Shanghai.
Fingal, for Saigon.
Glengarry, for Shanghai.
Hector, for Shanghai.
Hoicheong, for Kwang Chow Wan.
Hydrangea, for Swatow.
Kingyuan, for Swatow.
Lungshan, for Canton.
Medusa Maru, for Takao.
Paul Lecat, for Shanghai.
Sylvan Arrow, for San Francisco.
Tientsin, for Whampoa.
Vulcanus, for Haiphong.
Waishing, for Canton.
West Iran, for San Francisco.
Wong Shek Kung, for Canton.
Yanoo, for Hoihow.
Yuchuk, for Pakhoi.

PASSENGERS.

ARRIVALS.

Per s.s. *Saarbrucken*, on March 30th:—Mr. K. Detmers, Mr. J. Heber, Mrs. H. Lampe, Mr. H. Schaafschmidt, and Mrs. I. Schaubee.

Per s.s. *Arafuso*, on March 30th:—Mr. and Mrs.-W. H. P. Anderson, Mrs. L. A. Mc Brown, Mr. H. B. Harker, Mrs. V. M. Knox, Mrs. M. A. Latham, Mr. M. Lyons, Dr. and Mrs. J. H. Reid and three daughters.

Per s.s. *Hector*, on March 29th:—Mr. E. Coppin, Miss J. Coppin, Mr. G. Ferrandez, Mr. Gilchrist, Mrs. R. B. Humphreys, Mr. and Mrs. Harris, jr., Mr. J. J. Hickey, Miss H. G. Lucey, and Mr. A. R. McBride.

Per s.s. *Paul Lecat*, on March 30th:—Mrs. Gelard, Mr. J. P. Fernandez, Mr. Him Keng, Mr. L. T. Sen, Mr. Wong Hong Chang, Mr. Kyutaro Kodaka, Mr. C. Lu, Mrs. Marcel, Miss Jane, Dr. and Mrs. Kauffmann, and two infants, Miss R. P. Morel, Mrs. D. H. Casto, Mr. H. W. Swinnerton Weston, Mr. J. B. Ipedjian, Mr. J. Ipekdjian, Mr. Schochner, Mr. Tanaka, Mr. and Mrs. Kayton, Mr. and Mrs. Medutire, Mr. Farrine, Mother Agathe and Sister Madeleine.

DEPARTURES.

Per s.s. *Paul Lecat*, on March 30th:—Mr. and Mrs. Fales and daughter, Mr. P. W. Massey, Mr. Ribet, Mr. H. Stehli, Mr. J. R. Hooley, Mr. Desurmont, Mr. Vandurkonck, Mr. and Mrs. R. M. Milne, Mr. and Mrs. V. M. Hansen, Mr. L. C. Wilcox, Mr. and Mrs. G. Ed. Carr, Mrs. Sarrault, Mr. A. Fourmanento, Mr. D. Renwick, Mr. Stupin, and Mr. M. Lapin.

SHIPPING NOTES.

The silk forwarded from here by the s.s. *Empress of Asia* on March 6th, arrived in New York (St. John's Park) on March 27th, having been 21 days in transit.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SICILIA"

Captain H. C. DAVIS, D.S.C., R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, the 2ND APRIL, 1925, at NOON, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M., the day before Sailing. The contents and value of all packages must be declared.

For further particulars, apply to—
MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 26th March, 1925. [2031

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF DURBAN" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hoit's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd April, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 9th April, 1925, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10 A.M. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Hongkong, 27th March, 1925. [2068

SHIPPING MOVEMENTS.

The P. & O. s.s. *Marcomanic* left Singapore for this port on the 29th inst., at 8 a.m., with the outward English mails, and is due to arrive here on April 2nd, at about 10 a.m.

The s.s. *Gothic Prince*, from New York, sailed from Shanghai on March 29th, and is expected to arrive here to-day.

The Ben Line s.s. *Benlawers*, from Leith, Middlesbro', Antwerp and London, left Singapore for this port on the 28th inst., and is due to arrive here on April 2nd.

The s.s. *Mentor* (Blue Funnel Line), from Liverpool, left Suez on the 25th inst. for Hongkong, Shanghai, and Hankow, and is due at this port on or about April 15th.

The P. & O. s.s. *Sicilia* left Shanghai for this port on the 28th inst. at 6.30 a.m., and is due to arrive here to-day, about 6 a.m.

The s.s. *Tilawa* left Singapore for this port on the 28th inst., and is due to arrive here on April 2nd.

The s.s. *Takada* left Amoy for this port yesterday, and is due at Hongkong to-day.

The s.s. *Palacrtes* (Blue Funnel Line), from Pacific ports, left Moji on the 28th inst. for this port, and is due to arrive here on April 1st.

VESSELS EXPECTED.

Agamemnon (Blue Funnel), due April 10th.
Calchas (Blue Funnel), due on or about April 15th.
Diomed (Blue Funnel), due on or about April 27th.
Empress of Australia (C.P.R.), due April 10th.
Empress of Russia (C.P.R.), due to-day.
Fushimi Maru (N.Y.K.), due April 6th.
Hakozaki Maru (N.Y.K.), due April 20th.
Menelaus (Blue Funnel), due on or about April 13th.
Mentor (Blue Funnel), due April 15th.
President Harrison (Dollar), due April 27th.
President Jackson (Admiral Oriental), due April 6th.
President McKinley (Admiral Oriental), due April 17th.
President Madison (Admiral Oriental), due April 2nd.
President Monroe (Dollar), due April 13th.
Sumatra (Swedish East Asiatic), due on or about May 4th.
Takada, due to-day.

THE ROTOR SHIP.

The rotor ship *Buckau*, the first vessel to make use of wind without sails, was the object of great curiosity at Grangemouth, Firth of Forth, where she was berthed recently after coming 480 miles, from Cuxhaven, at the mouth of the Elbe. She took 3½ days.

One shipbuilder, in a statement to a reporter, said that the rotor-towers would be impracticable for use in ships of any size, for a ship double the size of the *Buckau* would require rotors not twice but at least eight times the size of the *Buckau's* which was not feasible.

Prof. P. A. Hillhouse (Naval Architecture, Glasgow University) said that the rotor ship would never do on voyages which have to work to time-table. It would not serve for the Atlantic, for example.

CANADIAN PACIFIC

CHANGE IN SAILING

THE

EMPRESS OF RUSSIA

WILL SAIL FOR

VANCOUVER

AT

6.00 a.m., FRIDAY, APRIL 3rd, 1925.

NYK

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada
Through passage rates to Europe via America G.$405, G.$420, G.$440
IYO MARU ... Friday, 3rd Apr., at 11 a.m.
SHIDZUOKA MARU ... Thursday, 23rd Apr.

MARSEILLES, LONDON & ANTWERP via Singapore Ports
KASHIMA MARU ... Wednesday, 8th Apr., at 11 a.m.
HAKONE MARU ... Saturday, 25th Apr.

HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... Wednesday, 15th Apr.

LIVERPOOL via ADEN & MARSEILLES.
TSURUGA MARU ... Monday, 13th Apr.

SYDNEY & MELBOURNE via Manila Ports.
AKI MARU ... Wednesday, 22nd Apr., at 11 a.m.
MISHIMA MARU ... Wednesday, 29th May

NEW YORK & BOSTON via PANAMA.
LISBON MARU ... Wednesday, 15th Apr.

BUENOS AIRES via Singapore, Durban & Cape Town.
AWA MARU (calls Delagoa Bay & Port Elizabeth)... Friday, 8th May

BOMBAY via Singapore, Penang & Colombo.
CALCUTTA MARU ... Friday, 10th Apr.

CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU ... Wednesday, 1st Apr.
MURORAN MARU ... Saturday, 11th Apr.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Thursday, 16th Apr.

SHANGHAI, KOBE & YOKOHAMA.
MATSUYE MARU ... Wednesday, 1st Apr.
TAJIMA MARU ... Sunday, 5th Apr.
FUSHIMI MARU ... Tuesday, 7th Apr.
TOMIURA MARU (Moji Direct) ... Sunday, 12th Apr.
HAKOZAKI MARU ... Tuesday, 21st Apr.

For further information, apply to— **NIPPON YUSEN KAISHA.**
Telephone: Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

WEATHER REPORT.

March 30th at 17.05.—Pressure has decreased moderately over N.E. Japan and N.E. China and slightly over Indo-China. It has increased moderately over central Japan and is nearly stationary from S.E. China to the Philippines.

The depression is passing into the Pacific.

The antiocyclone has weakened slightly.

Strong monsoon may be expected along the S. and S.E. coast of China.

Hongkong rainfall for the 24 hours ending at 18 hours, March 30th 0.31 inch. Total since January 1st, 12.52 inches, against an average of 6.02 inches.

The forcast for the 24 hours ending at 18 hours, March 31st is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	N.E. winds, strong; overcast, rain.
Formosa Channel	do.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 30th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.90	29.99	29.96
Temperature ...	77	62	69
Humidity ...	89	80	82
Wind Direction ...	N	E	E
" Force ...	2	4	5
Weather	OM	5	OR
Rain	0.24	0.06	0.22

Highest open-air Temperature on 29th ... 67
Lowest open-air Temperature on 30th ... 59

THE NEW VEGETABLE REMEDY.
THERAPION No. 1
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No. 1 for Kidney Diseases. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS EVERYWHERE IN ENGLAND. Sole Proprietors: THE THERAPION CO., LTD., 56, CHARING CROSS, LONDON, S.W.1, England.
OR MAIL PRICE 8, BECKMAN ST., NEW YORK CITY, OR 68, STOCKTON STREET, SAN FRANCISCO.

HONGKONG TIDE TABLE.

From March 31st to April 6th, 1925.

Days of Week.	Days of Month.	High Water. H'kong Standard Time.	High Water. Height.	Low Water. H'kong Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	31	m 3 45	3 8	m 6 44	3 7
		0 57 a	5 6	9 37 a	2 5
Wed.	1	No inferior High		nor Low	Water.
		1 42 a	5 5	10 54 a	2 5
Thur.	2	No inferior High		nor Low	Water.
		3 22 a	5 4	11 59 a	2 3
Fri.	3	m 8 8	4 4	m 10 32	4 3
		5 9 a	5 5		
Satur.	4	m 8 10	4 4	m 0 47	2 0
		6 8 a	5 7	m 11 49	4 3
Sun.	5	m 8 14	4 6	m 1 22	1 7
		6 53 a	6 0	0 43 a	3 6
Mon.	6	m 8 21	4 8	m 1 51	1 4
		7 33 a	6 2	1 26 a	3 1

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By Pacific Mail Steamship Co., Managing Operators

HONGKONG TO SAN FRANCISCO
VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT LINCOLN" ... Sailing Saturday April 11th.
S.S. "PRESIDENT CLEVELAND" ... " " April 25th.
S.S. "PRESIDENT PIERCE" ... " " May 9th.

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LOCAL EQUIVALENT OF
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HONGKONG—MANILA
S.S. "PRESIDENT LINCOLN" Sailing Thursday April 2nd.
S.S. "PRESIDENT CLEVELAND" " Wednesday April 15th.
S.S. "PRESIDENT PIERCE" " " April 29th.

For Full Information regarding Rates, Space, etc., Apply to—

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1st Floor, Queen's Building, Hongkong.
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(22 days to San Francisco. 23 days to Los Angeles).
U.S.S.B. "WEST FARALON" ... Due Hongkong 8th Apr. Leave Hongkong 10th Apr.
Cargo accepted for Transhipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO CEBU, ZAMBOANGA AND SINGAPORE.
U.S.S.B. "WEST SEQUANA" ... Due Hongkong 2nd Apr. Leave Hongkong 4th Apr.

TO MANILA, CEBU, TABACO AND ILOILO.
U.S.S.B. "WEST JESTER" ... Due Hongkong 22nd Apr. Leave Hongkong 23rd Apr.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—
STRUTHERS AND BARRY.
L. EVERETT, Inc. General Agent, Japan, China, Philippine Islands, Indo-China, Straits Settlements. 1st Floor, Queen's Building.
A. SCHOFIELD, Res. Agent. Phone: Central 3X8.

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FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
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SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MADISON" ... Apr. 3rd.
"PRESIDENT JACKSON" ... Apr. 15th.
"PRESIDENT McKINLEY" ... Apr. 27th.
"PRESIDENT JEFFERSON" ... May 10th.

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First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA
"PRESIDENT JACKSON" ... Apr. 7th.
"PRESIDENT McKINLEY" ... Apr. 19th.
Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
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addressed as follows:

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Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

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VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak W.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASE CHEMISTS.

PODOS ANTISEPTIC FOOT POWDER. SHEDS AND FOR FEET. PREVENTS PERSPIRATION, ODOUR AND GOODS, AND ALL FOOT TROUBLES. KEEPS FEET COOL, SWEET AND COMFORTABLE. 3/6 AND 2/6.

THE BANK LINE, LTD.

NEW YORK BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

"Y OF DURBAN" ...via Suez Canal ... ... 7th Apr.
"TY OF BOMBAY" ...via Suez Canal ... ... 25th Apr.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

"OPENHAGEN" ... ...via Suez Canal ... ... 31st Mar.
"ARISTON" ... ...via Suez Canal ... ... 30th Apr.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

"AFFORD HALL" ... ... 17th Apr.
For Marseilles, London, Rotterdam & Hamburg.
"ITY OF ATHENS" ... ... 2nd May
For London, Rotterdam & Hamburg.
"TY OF GLASGOW" ... ... 14th May
For Marseilles, London, Antwerp & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

"JURAT" ... ...Sails Hongkong, 25th Apr.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walfish Bay, and Madagascar.

For Freight or Passage on any of the above Lines, Apply to:—
Tel. 4791. THE BANK LINE LTD.

BOSTON, NEW YORK & BALTIMORE
Joint Service of the
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "CITY OF DURBAN" ... ...via Suez Canal ... ... 7th Apr.
s.s. "HELENUS" ... ...via Suez Canal ... ... 19th Apr.
* s.s. "CITY OF BOMBAY" ... ...via Suez Canal ... ... 25th Apr.
s.s. "JASON" ... ...via Suez Canal ... ... 7th May

* Calls at New York first.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.
[17

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGERS	—	—	12th Apr., 1925
PAUL LECAT	—	—	26th Apr., "
ANDRE LEBON ..	12th Mar., 1925	14th Apr., 1925	10th May, "
AMBOISE	26th Mar., "	27th Apr., "	24th May, "
CHANTILLY	9th Apr., "	11th May, "	7th June, "
FORTHOS	23rd Apr., "	25th May, "	21st June, "

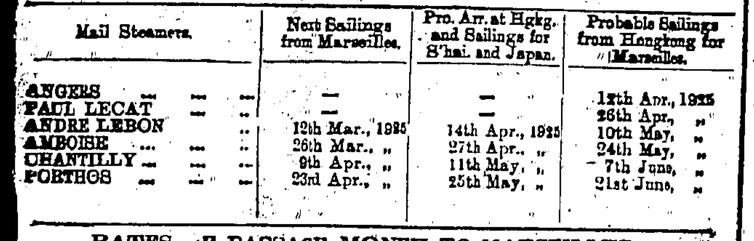
RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A Class Steamers: 1st Class.....£ 95. 0s. 0d. / 2nd " .....£ 65. 0s. 0d.
B Class Steamers: 1st Class.....£ 83. 0s. 0d. / 2nd " .....£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).
s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE is due to arrive about 22nd April.
Sailings subject to alteration without notice.
For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 8, Queen's Buildings.
CONSIGNATION—TRANSIT—REPRESENTATION.

PRINCE LINE FAR EAST SERVICE
Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON
and
NEW YORK

s.s. "GOTHIC PRINCE" ... ... 1st April, 1925.
s.s. "SIBERIAN PRINCE" ... ... 1st May, 1925.

For Freight and Full Particulars, apply to—
Telephone Central 2165 FURNESS (FAR EAST), LIMITED.
Telegrams Farepriss. (Incorporated in Great Britain)
King's Building. [11

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).
MAIL AND PASSENGER SERVICES
Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,813	2nd Apr., Noon	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	4th Apr., Noon	Marseilles & London
"KARMALA"	9,128	18th Apr.	Mars., L'don., A'werp & Hull
"NAGPORE"	5,933	21st Apr.	S'pore., Penang, Colombo & B'bay.
"LAEORE"	5,252	24th Apr.	Singapore & Bombay
"MACEDONIA"	11,089	2nd May	Marseilles & London
"SARDINIA"	6,884	16th May	S'pore, Penang, Colombo & B'bay.
"NAGOYA"	6,854	26th May	Marseilles & London
"SOUDAN"	6,698	28th May	S'pore., Penang, Colombo & B'bay.
"MOREA"	10,911	30th May	Marseilles & London
"SICILIA"	6,813	9th June	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,144	13th June	Mars., London & Antwerp
"MALWA"	10,941	27th June	Marseilles & London
"DELTA"	8,097	6th July.	S'pore, Penang, Colombo & B'bay.
"KASHMIR"	8,985	11th July	Mars., London & Antwerp
"SARDINIA"	6,684	22nd July	S'pore., Penang, Colombo & B'bay.
"MANTUA"	10,902	25th July	Marseilles London
"KASHGAR"	9,005	8th Aug.	Marseilles, London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"NARKUNDA"	16,227	5th Sept.	Marseilles & London.
"KARMALA"	9,128	19th Sept.	Marseilles, London & A'werp.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,946	3rd Apr., 1 p.m.	Singapore, Penang & Calcutta.
"TALMA"	10,000	24th Apr.	do.
"TILAWA"	10,006	1st May	do.
"TALAMBA"	8,018	6th May	do.
"TAKLIWA"	7,836	11st May	do.
"TAIREA"	7,923	29th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

* "ARAFURA"	6,000	1st Apr., Noon	Manila, Iloilo, Kolambugan, Taursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	29th April	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
† "TANDA"	6,958	3rd June	
"ARAFURA"	6,000	1st July	
"ST. ALBANS"	4,500	29th July	
"TANDA"	6,958	2nd Sept	

* s.s. "ARAFURA" will call at Iloilo and Kolambugan but omits Sandakan.
† s.s. "TANDA" calls at Kolambugan.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom vis New Zealand, Vancouver [San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MACEDONIA"	11,089	3rd Apr., D.L.	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe.
"TILAWA"	10,006	4th Apr., 6 a.m.	Amoy, Shanghai, Moji, Kobe, Osaka & Yokohama
"TALAMBA"	8,018	15th Apr.	Kobe
"SARDINIA"	6,884	17th Apr.	Shanghai Moji & Kobe.
"NAGOYA"	6,854	23rd Apr.	do.
"TAKLIWA"	7,926	28th Apr.	Kobe
"MOREA"	10,911	1st May	Shanghai, Moji & Kobe.
"SOUDAN"	6,698	1st May	do.
"TAIREA"	7,923	5th May	Kobe.
"TANDA"	6,958	9th May	Moji & Kobe.
"KALYAN"	9,144	15th May	Shanghai, Moji & Kobe.
"SICILIA"	6,813	15th May.	Shanghai & Kobe
"MALWA"	10,941	29th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	6th June	Moji & Kobe.
"KASHMIR"	8,985	12th June	Shanghai, Moji & Kobe.
"DELTA"	8,097	12th June	Shanghai, & Kobe
"MANTUA"	10,902	26th June	Shanghai, Moji & Kobe.
"SARDINIA"	6,684	26th June	Shanghai & Kobe.
"ST. ALBANS"	4,500	4th July	Moji & Kobe.
"KASHGAR"	9,005	10th July	Shanghai, Moji & Kobe.
"SOUDAN"	6,698	10th July	Shanghai & Kobe
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe
"KARMALA"	9,128	7th Aug	do
"SICILIA"	6,813	7th Aug.	Shanghai & Kobe
"TANDA"	6,958	8th Aug.	Moji, Kobe & Yokohama
"NARKUNDA"	16,227	21st Aug.	Shanghai.
"KHIVA"	9,135	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	5th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"ST. ALBANS"	4,500	3rd Oct.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 3½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to NOON on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG Agents

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

HAICHING	Capt. A. H. Stewart	Tuesday,	31st Mar., at 1 p.m.
HAI-NING	A. H. Stewart	Friday,	3rd Apr., at 4 p.m.
HAISONG	Capt. Ellis Walker	Tuesday,	7th Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Parcels Anchorage) and Return by the same Steamer by the "HAI-NING," "HAISONG" and "HAICHING" at the Reduced Rate of $60.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.
General Managers.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HOIHOW & SINGAPORE ...	"CHINHUA" ...	On 31st Mar., 11 a.m.
SWATOW & SINGAPORE ...	"KINGYUAN" ...	On 31st Mar., 11 a.m.
AMOY & SHANGHAI	"SINKIANG" ...	On 31st Mar., 2.30 p.m.
SHANGHAI & TSINGTAO	"LINAN" ...	On 1st Apr., 2 p.m.
HAIPHONG ...	"CHENAN" ...	On 2nd Apr., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING" ...	On 2nd Apr., 11 a.m.
SWATOW & SHANGHAI ...	"SUIYANG" ...	On 2nd Apr., 3.0 p.m.
AMOY, SWATOW & SINGAPORE...	"ANHUI" ...	On 4th Apr., D.L.
SHANGHAI & TSINGTAO	"KANGHOW" ...	On 4th Apr., Noo
SWATOW & BANGKOK	"KWANGTUNG" ...	On 5th Apr., 11 a.m.
SWATOW & SHANGHAI	"SOOCHOW" ...	On 6th Apr., 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 6th Apr., 4 p.m.
AMOY & SHANGHAI	"SZECHUEN" ...	On 6th Apr., 5 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung
BANGKOK LINE.—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.
For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 32. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.
[6

AUSTRALIAN ORIENTAL LINE
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS
Sailings Subject to Alteration

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Banga, Thursday Is., & Aus. Ports on or about
"CHANGSHA" ...	26th March, a.m.	31st March, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.
For freight and passage, apply to— BUTTERFIELD & SWIRE,
Telephone No. Central 32. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.
FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... ... Sails 3rd April
S.S. "DACRE CASTLE" ... ... Sails 10th May

LLOYD TRIESTINO.
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS
OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "DUCHESSA D'AOSTA" ... ... Sails about 12th Apr.
S.S. "SILVIO PELLICO" (cargo only) ... Sails about 18th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... ... Sails hence on or about 13th Apr.
S.S. "DUCHESSA D'AOSTA" ... ... Sails about 3rd May

NATAL LINE OF STEAMERS.
FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMONA" ... ... Sails about 16th April
S.S. "UMZUMBI" ... ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED
Telephone Central 1039. Agents

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG
Sailings from Hongkong
For CANTON
For HAIPHONG via Hoihow & Pakhoi
For KEELUNG via Swatow & Amoy

For further particulars please apply to—
Branch Office: No. 27, Bonham Strand West, Tel. Central No. 114.
S. MITARAI, Agent. 7th Floor King's Building. Tel. Central Nos. 140 & 4427

POST OFFICE NOTICE.

The transmission of Radio Telegrams to Swatow is suspended.

INWARD MAILS.

From	Per	Due
Manila	*Empress of Russia*	31st March
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Lincoln* ...	31st March
Shanghai	*Sicilia*	31st March
Amoy	*Takada*	31st March
Shanghai	*Kanchow* ...	1st April
Manila	*Pres. Madison* ...	2nd April
Europe via Suez (Letters & Papers, London, 5th March, and Parcels, 26th Feb.)	*Macedonia* ...	2nd April
Straits	*Tilawa*	2nd April
Australia and Manila	*St. Albans* ...	3rd April
U.S.A., Canada, Japan & Shanghai...	*Pres. Jackson* ...	6th April
Canada, U.S.A., Japan & Shanghai...	*Empr. of Australia*	10th April
U.S.A., Honolulu, Japan & Shanghai	*Pres. Monroe* ...	13th April

OUTWARD MAILS.

For	Per	Date	
Hoihow	*Chinkua*	Tuesday, 31st,	9.00 A M
Bangkok	*Binlang*		10.30 A M
Saigon	*Fieldstrand* ...		10.30 A M
Swatow, Amoy and Foochow... ...	*Haiching*		Noon
Manila, Australia & New Zealand via Thursday Island—due Thursday Island about 14th April ...	*Changsha* ...	Parcels ...	Noon
Straits and Calcutta	*Kumsang*	Registration	1.45 P M
Amoy	*Sinsiang*	Letters	2.30 P M
Shanghai and EUROPE via Siberia (Correspondence specially superscribed "via Siberia" only)	*Hector*		1.00 P M
Samshui and Wuchow ...	*Kochow*		2.30 P M
Kongmoon	*Suining*		4.30 P M
			5.45 P M
		APRIL	
		Wednesday, 1st,	
		Parcels ...	9.00 A M
		Reg.	9.45 A M
		Letters	10.30 A M
			10.00 A M
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 17th April	*Arafura*		1.30 P M
Swatow and Amoy	*Van Cloon* ...		
Shanghai	*Linan*		
Straits, Ceylon, India, Mauritius, E. and S. Africa	*Sicilia*	Thursday, 2nd.	10.30 A M
Shanghai, Japan, Canada, U.S.A., Central and South America, and *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 20th April—Ship sails at 6 a.m., 3rd April	*Emp. of Russia* ...	Parcels for Canada only:—	4.00 P M
*Shanghai and *Japan	*Macedonia* ...	Registration	4.15 P M
Kongmoon	*Sanning*	Letters	5.00 P M
			5.00 P M
			5.45 P M
Shanghai	*Iyo Maru* ...	Friday, 3rd,	9.30 A M
Straits and Calcutta	*Tokada*		11.30 A M
Shanghai, Japan, Canada, U.S.A., Central & S. America, & *EUROPE via Victoria, B.C.—due Victoria, B.C., 22nd April	*Pres. Madison* ...	Parcels,	Noon
Swatow, Amoy and Foochow	*Hai Ning*	Registration	2.45 P M
Amoy	*Tilawa*	Letters	3.30 P M
			3.00 P M
			5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden Egypt & EUROPE via MARSEILLES—due Marseilles, 1st May	*Mantua*	Parcels, 3rd, Saturday, 4th, Registration	5.00 P M
Sandakan	*Mansang*	Letters	9.45 A M
Bangkok	*Kishu Maru* ...		10.30 A M
Manila	*Yuensang*		10.00 A M
Manila and Parcels only for Germany via Hamburg	*Muensterland* ...		1.30 P M
			2.00 P M
			3.30 P M
Hoihow and Haiphong	*Mingsang*	Friday, 5th,	8.30 A M
Swatow, Amoy and Formosa	*Kaijo Maru* ...		9.00 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via *Marseilles—due Marseilles, 5th May ...	*Antenor*	Tuesday, 7th, Registration	9.45 A M
		Letters	10.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"ANTENOR"	7th Apr.	Marseilles, London, Rotterdam & Glasgow.
"LAOMEDON"	13th Apr.	London, Rotterdam & Hamburg.
"LYCAON"	20th Apr.	Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"TEUCER"	2nd Apr.	Marseilles, Liverpool & Glasgow.
"NINGCHOW"	20th Apr.	Genoa, Marseilles, Liverpool & Glasgow.
*"AJAX"	1st May	Marseilles, Havre, Liverpool & Glasgow.
"OANFA"	20th May	Genoa, Marseilles, Liverpool & Glasgow.

*via Port Sudan.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).

"PHILOCTETES"	2nd Apr.	Victoria, Seattle & Vancouver.
"TALTHYBIUS"	15th May.	Victoria, Seattle & Vancouver.

NEW YORK SERVICE.

(via SUEZ or PANAMA).

"HELENUS"	19th Apr.	Boston, New York & Baltimore via Suez.
"JASON"	7th May	Boston, New York & Baltimore via Suez.
"DIOMED"	7th June	Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"HECTOR" (4 p.m.)	31st Mar.	Shanghai.
"ANTENOR"	7th Apr	Singapore, Marseilles & London.
"HECTOR"	5th May	Singapore, Marseilles & London.
"SARPEDON"	16th June	Singapore, Marseilles & London.
"PATROCLUS"	24th July	Singapore, Marseilles & London.
"ANTENOR"	25th Aug.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,

Agents.

COMMERCIAL.

OPENING QUOTATIONS.

March 0th, 1925.

On London.—	
Telegraphic Transfer ...	2/3½
Bank Bills, on demand ...	2/3 3/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight	2/3½
Credits, at 4 months' sight ...	2/4
Documentary Bills, 4 months' sight	2/4½
On Paris.—	
Bank Bills, on demand ...	1,025
Credits, 4 months' sight ...	1,125
On New York.—	
Bank Bills, on demand ...	54½
Credits, at 30 days' sight	55½
On Bombay.—	
Telegraphic Transfer ...	151½
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	151½
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	
On Yokohama.—On demand ...	nom.
On Manila.—On demand ...	108½
On Singapore.—On demand ...	97
On Batavia.—On demand ...	134
On Haiphong.—On demand ...	nom.
On Saigon.—On demand	—
On Bangkok.—On demand ...	82
Sovereign, Bank's Buying rate ...	$ 8.60
Gold Leaf, 100 fine, per tael ...	48
Bar Silver, per oz.	31 13/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds—	
Sterling	£4,500,000
Silver	$36,500,000
Reserve Liability of Proprietors ...	$20,000,000

Court of Directors:

G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.

B. D. F. Belilios, Esq.	Hon. Mr. A. O. Lang.
W. H. Bell, Esq.	W. L. Pattenden, Esq.
A. H. Compton, Esq.	J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak.	T. G. Weall, Esq.

Chief Manager
A. H. Barlow, Esq.

Manager: Shanghai—G. H. Scott, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st February, 1925. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 7th January, 1925. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,900,000
Reserve Liability of Proprietors ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th 1924 [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...	Yen 60,000,000
Capital (Paid-up) ...	Yen 52,500,000
Reserve Fund ...	Yen 12,980,000

Head Office:—Taipeh Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Haikow, Kiukiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:
London Counties Westminster and Parr's Bank

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager

Hongkong Branch
4, Des Voeux Road,
Hongkong, 25th June, 1914.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur
Batavia	Hongkong	Madras
Bombay	Howrah	New York
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bharu	(Mauritius)
Rangoon	Shanghai	
Simla		
Singapore		
Soerabaya		

Hongkong Branch:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Acting Manager.

7, Queen's Road Central.
Hongkong, January 22nd, 1925. [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital ...	Frs. 72,000,000.00
Paid-up Capital ...	Frs. 65,400,000.00
Reserve Fund ...	Frs. 59,677,252.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	nom Penh	Yunnanfu
Hanoi	Pondichery	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trusty Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LEOUT
Manager.

Hongkong, 30th March, 1914 [31

THE BANK OF EAST ASIA, LTD.

Head Office:—HONGKONG.

Authorised Capital	$10,000,000
Paid-up Capital	5,000,000
Reserve Fund	1,000,000

Directors:
Hon. Mr. Chow Shou Son, Chairman
Pung Ping Shan, Ng Ching Luk, Hyuh Tai
Li Koon Chun, Pong Wai Ting, Kan Ying Po
P. K. Kwok, Mok Ching Kong, Chan Ching Shek
Wong Yun Tong

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Safe Deposit Boxes To Let.

KAN TONG PO,
Chief Manager.

Hongkong, 16th February, 1925. [34

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,278,600.00
Reserve Founds	2,622,433.34

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 6th, 1921. [13

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1924.

With Index. Price—$7.50.

On sale at the *Hongkong Daily Press* Office.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Netherlands Trading Society.

BANK.

Established 1824.
Hongkong Branch established 1908.

Authorised Capital, Guilders	150,000,000 ($72,500,000)
Paid-up Capital	80,000,000 ($38,628,9[illegible])
Reserve Fund	20,046,039 ($1,676,[illegible])
Special Reserves	12,560,000 ($1,288,[illegible])

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoe, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Medan, Padang, Radja, Makassar, Malang, Pekalongan, Palembang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soeraknarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKER:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

W. H. GEOSKAM,
Agent.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 80,000,000

Head Office:—YOKOHAMA.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Taihoku
Kai Yuan	Rio de Janeiro	Vladivostok

Interest allowed on Current Accounts. Deposits received for Fixed Periods to be obtained on application.

C. AKIMA, Manager.

Hongkong, 11th March, 1925.

To appreciate the delightful fragrance of the finest Virginia Tobacco SMOKE

"Three Castles"

CIGARETTES

MADE IN ENGLAND

Printed and Published by Bertram Augustus Hale, for the Hongkong Daily Press, Ltd., at 11, Chater Road, Victoria, Hongkong. London Office: 12 Serle Street, W.C.